



# Hongkong Daily Press

ESTABLISHED 1867

Registered as a Newspaper at the General Post Office in the United Kingdom

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is wrapped up in your eyes. If they are weakened then your earning capacity is lowered, unless you bring them to their normal state by the use of ACCURATE GLASSES.

N. LAZARUS, Optician, 12, Queen's Road C.

No. 20,302

號二十九百二第

日六廿月五年亥癸

HONGKONG, MONDAY, JULY 9th, 1928.

一第

號九月七年二十國民華中

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### INTIMATION

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#### TIME-TABLE.

WEEK DAYS.	
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By ARRANGEMENT AT THE COMPANY'S OFFICE  
ALEXANDRA BUILDINGS.  
HONGKONG, 1st June 1928.

### KOWLOON-CANTON RAILWAY.

#### TIME-TABLE

On and after FRIDAY, SEPTEMBER 15th, 1928, until further Notice.  
(All previous Time Tables cancelled.)

#### DOWN TRAINS

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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**SCOTTISH LETTER.**  
**THE GERMAN FLEET AT SCAPA FLOW.**

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, June 6th.  
Salvage operations will be commenced in the near future, on several of the ex-German destroyers which formed part of the fleet sunk at Scapa Flow, in the extreme north of Scotland, in June, 1919. A company has been successful in carrying through negotiations with the Admiralty for the purchase of the vessels. Altogether 40 ships were sunk, of a tonnage of about 110,000 tons; but the depth of water in which the capital ships sank, in practically all cases, exceeds 30 fathoms, and salvage would not be commercially successful at that depth, except in the case of the *Udenburg* and the *Seydlitz*, whose salvage might be considered as a financial proposition. The salvage operations are to be conducted by Mr. J. W. Robertson, convener of the county of Zetland, who has already, and especially during the war, carried out several outstanding salvage tasks. He is confident that the enterprise will meet with success. Regarding the method employed by the Germans in sinking their ships, it is pointed out that the ships were flooded by the crew's opening the sea connections and, curiously enough, owing to the salvage plans proposed, this will assist the salvagers. The *Udenburg*, 2,700 feet vessel of 27,000 tons, Germany's "last word" in respect of construction, was hauled up and raised. When scuttled she evidently did not sink to plan, as she rests on an even keel. The *Seydlitz*, 356 feet long, of 34,610 tons, was apparently sunk to plan, for she lies on her starboard side, with one-third of the ship visible at low water.

**SCOTTISH BIRTHDAY HONOURS.**

A number of Scots appear in the birthday honours. They include Lord Dunsin (Knight of the Grand Cross of the R.V.O.), formerly Lord President of the Court of Session and now a Lord of Appeal. Sir Robert Drummond Moncrieff, Bart., C.M.G., of Bridge of Earn (C.B.), who resumed his command of the Black Watch on the outbreak of war. Col. Robertson-Aikman (C.B.), Rev. Dr. Laws (C.M.G.), the famous missionary at Legara, former Moderator of the U.F. Church. James Comyn MacGregor (Knighthood), C.M.G., Resident Commissioner of Bechuanaland Protectorate. Professor William John Ritchie Simpson (Knighthood), C.M.G., M.D., Member of the Colonial Advisory Medical and Sanitary Committee. Dr. Hector William Gavin Mackenzie (Knighthood), Major-General Arthur G. Wanchope (C.B.), C.M.G., served in South Africa and the late war. Colonel Ernest Dunlop Swinton (K.B.E., C.B., D.S.O.), of the ancient Bessborough family of Swinton, well known as "Eya Witness" at the Front. Colonel Ronald Seburne May (K.B.E., C.B., C.M.G., D.S.O.), Major-General John Theodosius Burnett Stuart (K.B.E., C.B., C.M.G., D.S.O.).

**DEATH OF REV. JAMES WEBSTER, D.D.**

We regret to announce the death of the Rev. James Webster, D.D., Foreign Mission Secretary of the United Free Church, which occurred suddenly in a nursing home in Edinburgh. Dr. Webster was a well-known and notable figure in missionary circles in Scotland. Born in 1834 at Auchintool, Banffshire, he was educated at Aberdeen Grammar School, and for a short time engaged in business. Becoming deeply interested in foreign missions, he was eventually called to devote his life to that work, and proceeded to Glasgow University and later to the Free Church College. After being licensed he became assistant to Dr. Wilson of the Barclay Church, Edinburgh. While studying at Glasgow University he had come under the influence of Dr. Dugald Christie, who was then preparing for the missionary field, and on the latter's appointment to Manchuria by the Foreign Mission Board of the United Presbyterian Church, he suggested the appointment of Mr. Webster as his clerical colleague. This was done. The two missionaries sailed in October, 1892, and were closely associated for many years.

Mr. Webster's warm heart, zeal, and great enthusiasm for his work enabled him to overcome the many difficulties and endure the hardships he encountered. He won his way into the affections of the Chinese, and drew even the most hostile elements in the country to him. He had a large share in the Red Cross Hospital during the Russo-Japanese War. During the Boxer Rising he and Mrs. Webster had to flee for their lives, but he was quickly back amongst the ruins, reorganising the work and rebuilding the mission stations. During the great revival his letters home, vividly and graphically written, attracted much attention in Scotland, and were afterwards published in book form.

When the position of second foreign mission secretary in the Church fell vacant in 1910, his service pointed to Dr. Webster as the fittest man for the post, and he was accordingly appointed by the General Assembly. His tremendous energy, fervent spirit, and fiery eloquence soon made him a familiar and welcome figure at missionary meetings up and down the country, and none can estimate the impetus he gave to the cause. His last address was delivered at the recent General Assembly on foreign mission night, when he described with his usual eloquence the contrast between the Manchuria of to-day and forty years ago. Dr. Webster's wife died a few months ago, and he leaves a son and daughter.

**CHINESE STUDENTS IN SCOTLAND.**

Writing in "The Chinese Student" (the organ of all the Chinese students in Britain, and published in Edinburgh), Mr. Y. C. Lee, Glasgow, says that business men complain of lack of practical experience on the part of the students. How, he asks, may they obtain this experience? Some of them manage to get into works or offices in this country, and have, as a result, learnt a great deal. Not all, however, can be so fortunate. The attitude of firms is not always friendly. Perhaps this is due to a desire to preserve trade secrets, or simply to eliminate future rivalry. In some cases it has been due to racial prejudice and in others to an earlier student creating a bad impression. In Scotland, the Chinese have been very well received by the industrial concerns of the Clyde, and, needless to say, they appreciate to the full the kindness shown them. Still, there is room for better understanding and more cordial relations. China must one day enter into her own, and goodwill between nations is as essential to commerce as it is to peace. Their duty, he adds, is clear: they must make themselves competent for acceptance, and do their utmost to remove prejudice.

**THE CULLODEN MONUMENTS.**

The appeal which the Gaelic Society of Inverness has issued for the preservation of the monuments that mark the battlefield of Culloden is not likely to fall upon deaf ears. The Society reports that the cairn is in need of immediate repair; that the memorials of the various clans require cleaning; and that the thatched house, known as the King's Stables, which was there at the time of the battle, is in so ruinous a condition that it will soon cease to exist if steps are not taken to preserve it. A hundred and seventy-seven years have passed since the forlorn hope of the Jacobite cause was destroyed on Culloden Moor, and for much more than a century the cause which was then defeated has ceased to be a subject of political controversy. There remains the memory of a romantic adventure, of chivalry and loyalty and of faithfulness unto death. It is a memory cherished by all Scotsmen, whether they claim kinship with the clans or not, and the affection inspired by the personality of Prince Charlie, belatedly for ever in music and song, is a happy episode in the story of an unhappy house, which, in all its misfortunes and tragedies, never failed to find the devotion that could not save it. As a closing episode of a long era of Scottish history, the end of auld sang, the battle of Culloden is an historical landmark, and it has a special significance in the story of the Highlands, for it was immediately followed by the break-up of the clan system and by the changes which so deeply impressed the mind of Dr. Johnson when he made his adventurous tour, less than 30 years later.

**A MATCH OR A GAME.**

Golfers are still shaking their heads over the American win at St. Andrews. It is something rubbed in with salt. How it is striking people is that it was not so much superior golf as a matter of racial characteristics. To the Americans the match was a match, to the British Golfers it was a game. The Americans were under discipline at least as strict as that obtaining in the case of a professional "scooter" team undergoing special training for a cup tie. If a man felt that he was going to be better by stopping smoking he cut out tobacco. Most of our men smoked as they played. It used to be claimed that one of the good points in golf was that a man could get fit for a championship without copying the methods of an athlete in training. H. H. Hilton won his championships with a cigarette in his mouth. Ray becomes champion to reverse his favourite pipe tobacco. Have the Americans come over to alter all that?

Approximate the most characteristically British athlete I know is E. H. Liddell. He was uncertain whether one of his legs would stand a big strain so he tried it in the Edinburgh University Championships. Incidentally, he won all his races. He was the hero of the day. In orthodox America he would be "fired" out of his "Varsity" team for taking undue risks. Other countries other manners.

**BALFOUR OF BURLEIGH MEMORIAL.**

The Prince of Wales has promised to unveil the monument which the session of St. Columba's Scotch Church is erecting to the memory of Lord Balfour of Burleigh. In a personal capacity his Lordship served four successive members of the Royal family and as Lord Warden of the Stannaries was the intimate adviser of the Prince in connection with the royal properties in the Duchy of Cornwall. The fittingness of St. Columba's, the church of the London-Scots as that in which the memorial to one of the greatest and most loved of the London Scottish community is to be erected is too obvious for comment.

**A DISTINCTION WITH A DIFFERENCE.**

General Sir Francis J. Davis, who was entertained in Edinburgh on the occasion of his retirement from the Scottish Command, told of an amusing comment on himself which was made to his wife (a Scottish Lady) by a Highland Laird. "Sir Francis," said the Highlander, "a little regretfully, 'is an Englishman.' But," he added consolingly, "not a damned Englishman."

**BOY PRODIGY COMPOSER.**

An oratorio entirely composed by a boy of 11½ years is to be performed this year by the Touring Choral Society, assisted by musicians from Paris. The oratorio, "L'Enfance de Saint Jean le Baptiste," is the work of Rota Rinaldi, of Milan, whose musical education really lasted only one year. It is, however, described by experts who have examined the score as a work of sublime inspiration, treated according to all the rules of technique. Rinaldi's mother, when asked how her boy's musical genius had ripened so quickly, declared that until last year he had never studied any course of music; but had simply gone to an elementary school, like others of his age. Last year, however, he had shown such development that he was sent to the Conservatoire to study composition, and followed, with apparent ease the most advanced course. But he learned so quickly that it was deemed wise to suspend his musical education for the sake of his general development, though he continued in his leisure to work at his oratorio, which he completed in a little over six months. M. Charles Wattine, who is arranging for the performance, declares that the oratorio is a work of genius, which will create a sensation in musical circles. Rinaldi himself will conduct the performance, in which some three hundred exponents will take part.

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SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desirous of the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,  
GODFREY THOMAS,  
(Private Secretary.)

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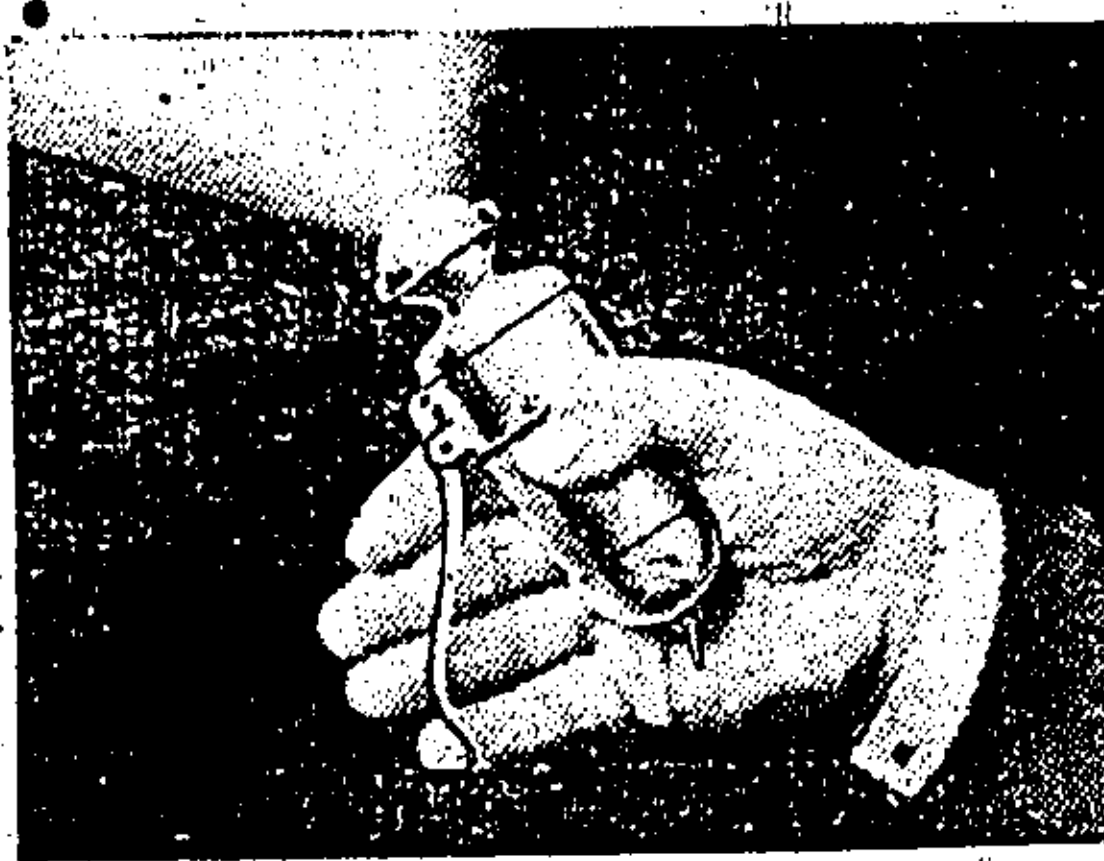
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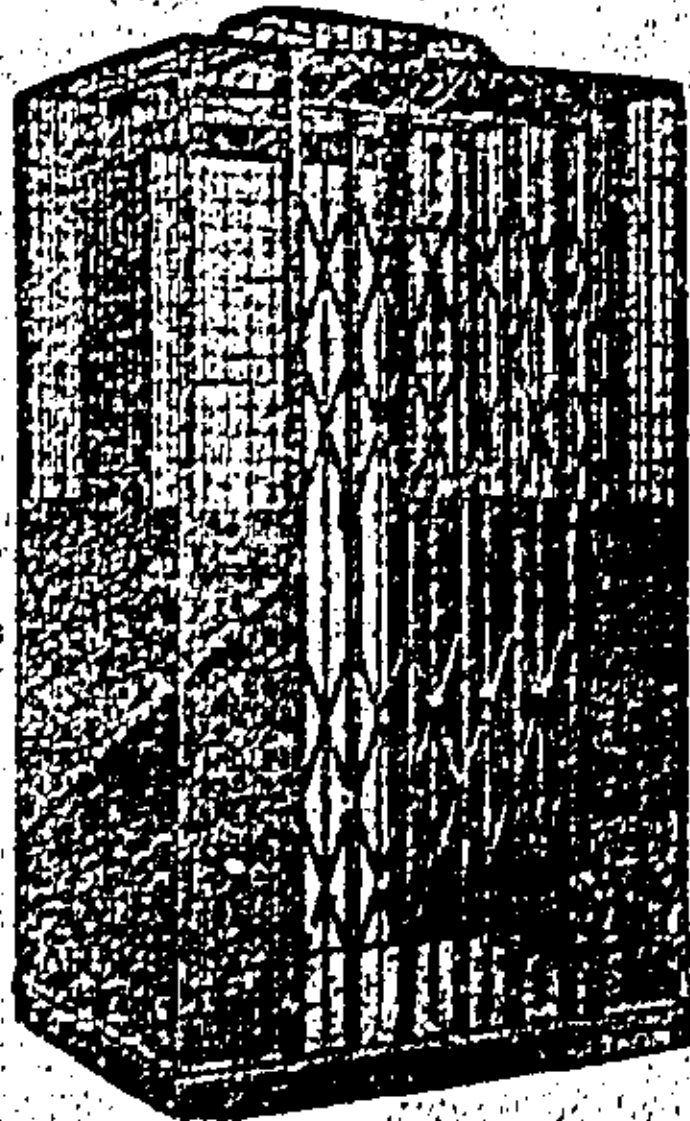
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**COMPANY MEETING.**

THE HONGKONG HIDE AND  
LEATHER CO., LTD.

PROPOSAL TO SELL PORTION OF  
PROPERTY.

A further extraordinary general meeting of the Hongkong Hide and Leather Co., Ltd., was held at the Company's offices, 67 and 69, Des Vœux Road Central, on Saturday at 12.15 for the purpose of considering the sale either of the whole concern, or of a portion of the land belonging to the Company.

The chair was taken by Mr. A. G. Coppin, who was supported by Mr. W. A. Dowley (Director), Mr. D. H. Blake (the Company's solicitor), and Mr. E. Pepperell (Secretary).

The CHAIRMAN said:—"You will remember at a previous meeting Mr. Humphreys intimated that an offer had been made for the Company's property, at \$1 per square foot, including the plant and machinery, or as he expressed it, 'the whole concern lock, stock and barrel.' We have been working on this offer and have now got it into due form. We find that acceptance, after paying off our indebtedness to the Bank and other creditors would leave the shareholders about \$5 a share for the \$10 they had invested. The opinion of myself and others is that by the exercise of care in the working of our business, and always depending on our being able to raise more working capital, we can make a success of this tannery. For this, and for other reasons, which I will mention later, I do not ask you to accept immediately this offer for our business. In the course of further investigations we find that we have more land on our property than is required for the business, and we have considered the advisability of selling part of this surplus land. The surplus amounts to about 46,000 square feet, for which, so far, we have received an offer of \$3.25 per square foot. This will bring in roughly \$150,000. We consider that \$150,000 additional working capital would be sufficient for our purposes, but we have to bear in mind our indebtedness to the Bank out of this new money. We should have to pay the Bank, I consider, at least \$100,000 to satisfy them, for the sale of a portion of our property would naturally reduce the Bank's security. We could get somewhere in the neighbourhood of from \$4 to \$5 per square foot for this portion of the land, which, fronting the main road as it does, is, I consider, the pick of the property—quite apart from the fact that our plant and machinery is on the other portion. If we could get that price, then with the exercise of a little more patience, the Company will be in funds without any further call on the shareholders."

The CHAIRMAN proceeded to explain that they had three courses before them. They could consider the sale of the whole concern, or they could consider selling portion of their land, or, thirdly, they could carry on the original course decided upon at former extraordinary meetings, viz., to divide up the unissued shares of \$10 each into shares of \$4, thus dividing the capital into two classes, A shares at \$10 and B shares at \$5.

Mr. Foss (a shareholder) expressed the opinion that if the Company could not pay, then the concern should be sold at once.

Mr. A. R. F. Raven proposed that the offer of Mr. Pank Ho (for the purchase of the concern) be not accepted, and, further, that the Directors negotiate for the sale of the surplus land and proceed to raise capital to recommence work at the Tannery.

Mr. Dowley seconded and the resolution was carried by a small majority. This concluded the business of the meeting.

**COMPANY REPORTS.**

UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

The report of the General Managers (Messrs. Dodwell & Co., Ltd.) for the year ended 31st May, 1923, states:—

The balance at the credit of profit and loss account, including \$4,418.13 brought forward from last year, is \$24,034.55 which it is proposed to appropriate as follows:—

To pay a dividend of 60 cents on ordinary shares	\$5,040.00
To pay a further dividend of 40 cents on ordinary shares	3,960.00
To pay \$30.00 per share on founders' shares	3,960.00
To pay a bonus of 40 cents on ordinary shares	3,960.00
To pay a bonus of \$30.00 per share on founders' shares	3,960.00
To carry forward to new account	2,824.55
	\$24,034.55

The accounts now presented have been audited by Mr. C. Bernard Brown, A.C.A., who, being eligible, offers himself for re-election.

**SHANGHAI LIFE INSURANCE COMPANY, LTD.**

The Directors' Report in respect of the year ending 31st December, 1922, states:—The accounts show the income and expenditure, liabilities and assets relating to the business in gold currencies separately from the corresponding figures relating to the business in silver currencies. The gold currency figures are converted to sterling and the silver currency figures to taels at the parities and for purpose of this account the sterling and tael figures have both been converted to dollars at the respective rates of exchange of £1 = \$0.1764167 and T. 1 = \$1.3764023 the dollar figures being shown separately and in total in italics.

Applications considered during the year amounted to Tls. 77,000 (\$103,987.61) and \$33,696 (\$244,973.62).

Policies were issued for Tls. 77,000 (\$103,987.61) and \$33,696 (\$244,973.62). The remainder were postponed or not proceeded with or in course of consideration as at December 31st, 1922.

The total insurance in Force on 31st December, 1922, amounted to Tls. 3,068,107 (\$4,223,134.23), 41,996,891 (\$31,324,563.92) and roubles 25,000, of which policies to the amount of £23,025 (\$267,016.43) were re-insured.

The income for the year amounted to Tls. 337,703.03 (\$464,835.54), £210,373.33 (\$1,930,472.50) and roubles 215.40.

The total assets now amount to Tls. 1,763,058.13 (\$2,406,824.72), £930,157.889 (\$8,533,791.63) and roubles 292,842.72.

The total amount paid to policy-holders and beneficiaries during the year amounted to Tls. 465,847.00 (\$641,290.93) and £149,844.23 (\$1,375,035.09).

An agreement with the Sun Life Assurance Co., of Canada, has been executed, which provides, *inter alia*, that the Sun Life of Canada shall assume all liability under the life policies and annuity contracts of this Company, and for the payment by the Sun Life of Canada to the liquidator or liquidators of the Shanghai Life Insurance Co., Ltd., for distribution among the shareholders of a sum equal to the total of the following amounts:—

(a).—The amount of the paid up capital of the Shanghai Life Insurance Co., Ltd.  
(b).—The sum to which the shareholders of the Shanghai Life Insurance Co., Ltd., are entitled as at 1st January, 1923, described in the balance sheet of the Shanghai Life Insurance Co., Ltd., as "Shareholders' Reserve Fund" and

(c).—A further sum in respect of each share of the Shanghai Life Insurance Co., Ltd., of four decimal four five five (4.455) taels, Shanghai Sycee, payable in Shanghai.

The agreement does not become absolute until the completion of an agreement of a similar nature between the Sun Life Assurance Co., of Canada, and the China Mutual Life Insurance Co., Ltd., and is subject to the approval of the Minister of Finance for the Dominion of Canada, and to the sanction of the High Court of Justice in England, and to such orders being obtained from the Supreme Court in Shanghai, under Section 121 of the Hongkong Ordinances, 1911, or any other relevant statutory provisions, as may be necessary to give full effect to the Agreement. The sanction of the High Court in England is being sought. The approval of the Minister of Finance for the Dominion of Canada has been obtained.

The agreement, and the actuarial and other reports, together with a report by an independent actuary, may be seen at the Head Office of the Company by any policyholder, or shareholder.

**HONGKONG TRADE.**

CHAMBER OF COMMERCE REPORT.

The fortnightly report issued by the Hongkong General Chamber of Commerce says:—

Cotton Piece Goods and Fancy Cotton Goods.—Since the last report a small business has been done in Grey Shirtings, Venetians and Satens. Local values are unchanged but there is a firmer tendency. Clearances are maintained.

Cotton Yarn.—Prospects in the West River look brighter now than for some months past and in consequence some enquiry emanated from that quarter, resulting in an improvement in prices to the extent of \$2 to \$4 per bale. Quotations are: No. 10s at \$104 to \$102. No. 12s at \$172 to \$202. No. 16s at \$195 to \$208. No. 20s at \$182 to \$207. Arrivals, 1,000 bales; shipments, nil; sales, 3,000 bales; unsold stock, 11,000 bales; bargains, 8,000 bales.

Woolens.—There is no change to report.  
Raw Cottons.—In the absence of stock, quotations are purely nominal.—Indian staple at \$35 to \$40, Chinese grades at \$37 to \$45.

Metals.—Prices unchanged. There are signs of a firmer undertone and the market appears to be taking less pessimistic views of the political situation. Very little business has been brought to book but there is a decided increase in enquiries.

Flour Market Report.—Stock: About 500,000 sacks. Market dull. Quotations: American Patent \$2.90 per sack, American Straight \$2.90 per sack, Shanghai Flour, \$3 per sack, Australia No. 1 \$2.90 per sack. Sugar.—Market quiet.

Saltpetre.—Slight improvement since last report.

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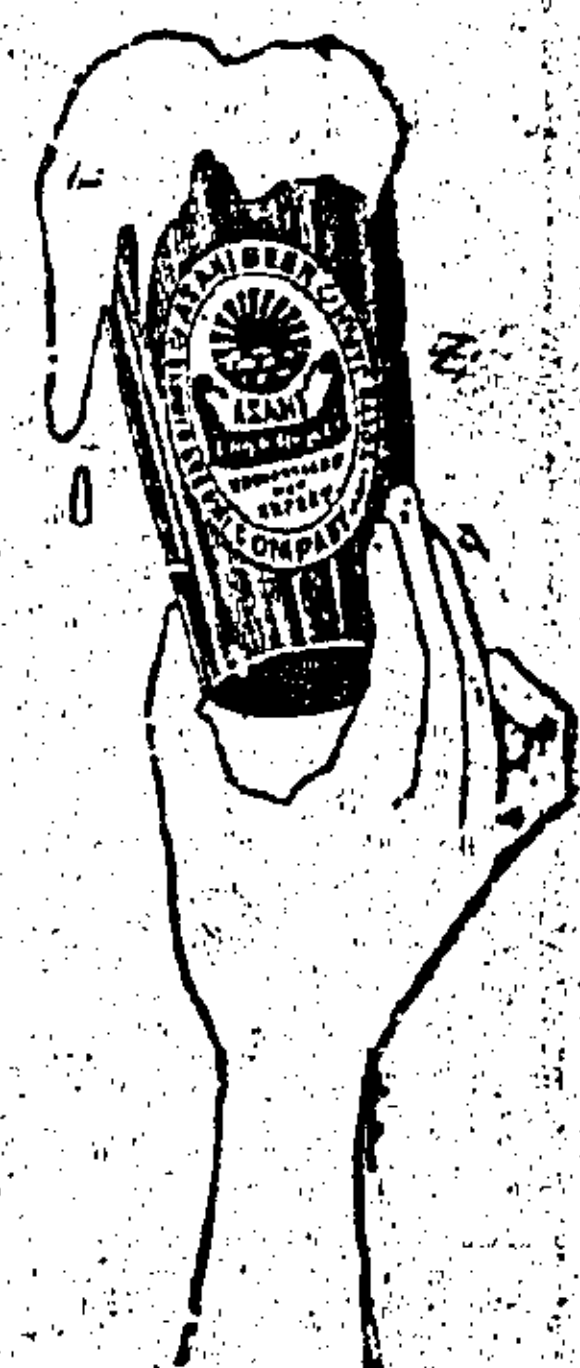
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(b). Handicap Competitions during holidays.

(c). Week-end Competitions.  
Full particulars will appear later, and information can always be obtained from the CENTRAL OFFICE, DEPARTMENT OF STATE RAILWAYS, BANGKOK, SIAM.

[1037]

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**WHITEAWAY, LAIDLAW & CO., LTD.,**  
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## HONGKONG JOCKEY CLUB THE EXTRA GYMKHANA MEETING.

Patron.—H.E. Sir R. E. Stubbs, K.C.M.G.

Honorary Stewards.—H.E. Admiral Sir Arthur C. Leveson, K.C.B., H.E. Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O., the Hon. Sir Claude Severn, K.B.E., C.M.G., and Commodore H. E. Grace, R.N.

Stewards.—The Hon. Sir C. Paul Chater, Kt., C.M.G., Lieut.-Col. G. K. Hall, Brutton, Hon. Mr. A. G. Stephen, Sir Wm. Rees Davies, K.C., Messrs. R. M. Dyer, H. P. White, H. Humphreys, D. G. M. Bernard, and C. C. Boyd.

Clerk of the Course.—Mr. H. Birkett.

Secretary.—Mr. C. B. Brown.

Gymkhana Officials.—Messrs. C. H. Blason, C. C. Boyd, M. T. Johnson, F. Sutton, R. M. Dyer, H. B. L. Dowbiggin, H. Humphreys, and J. Bartholomew.

Judge.—Mr. M. T. Johnson.

In charge of the Sides.—Messrs. J. Bartholomew and F. Sutton.

Starter.—Lieut.-Col. G. K. Hall Brutton.

Second Starter.—Mr. H. C. Macnamara.

Paddock.—Messrs. C. H. Blason and H. B. L. Dowbiggin.

Handicappers.—Messrs. F. Sutton and M. T. Johnson.

Hon. Surgeon.—Dr. J. G. Lyon Brown.

Timekeepers.—Mr. A. A. Alves.

On the whole the racing at the Extra Gymkhana held on Saturday under the auspices of the Hongkong Jockey Club was quite good, with the exception of one or two bad starts which gave rise to some complaint. There were several exciting finishes and the large number of racing enthusiasts present were provided with good sport. H.E. the Governor (Sir R. E. Stubbs, K.C.M.G.) arrived in time to witness the second race and was an interested spectator throughout.

In the first race Roman Pride, well ridden by Mr. Gibson, justified his backers by winning a well-fought race. The pony was badly left at the start, but he came through at fine turn of speed and challenged the leader of the field (Bluebottle, an outsider) at about 100 yards from home. Roman Pride just managed to get in first by a short head. Silvio, which was much fancied, led the field to the Home Straight and then petered out. Bluebottle, which came in second, paid the handsome dividend of \$30.30.

Country Mouse had the second race all to himself. He led the field of 1923 subscription griffins and won the half mile easily. Sharpshooter, another favourite, came in second, but Finvoy, an outsider, ridden by Mr. Moller came in third, and paid a dividend of \$15. Malvern, ridden by Capt. Spinks (who is always good at a short distance) after leading the field for the first two hundred yards, went lame and had to drop out of the race.

The race for novices, who have won only one race in Hongkong, was won by Major White on Rivergrass. The favourite in the race was Dapper Dan (Mr. de Rosa up) but he was left badly at the start. The pony had a bad handicap, but in spite of this finished third three lengths behind Satisfaction Dahlia, which was beaten by a neck by Rivergrass.

The main event of the afternoon was the race from the two mile post once round and in. Six ponies entered in which Starland was the favourite, with 576 backers for a win and 497 for a place. Australand was also heavily backed. The winner, Starland, had only 79 backers for a win and 106 for a place. Starland, ridden by Mr. H. Seth, came through in the home straight and won by two lengths from Straightfarrow. Australand coming in third a length and a half behind. Starland paid out the second best dividend of the day—\$58.60. Throughout the Gymkhana meetings this season Starland has been much fancied and heavily backed, but Saturday afternoon was the first time that he justified the support given him.

In the three quarter mile race for 1923 sub-griffins, Country Mouse again showed his prowess by winning this event by four lengths. Imbros (ridden by Mr. Zellensky) was a hot favourite, but after leading the field to the Home bend, failed and finished fourth. Sharpshooter and Finvoy coming in second and third respectively. The winner paid a dividend of \$32.20 for a win and \$9 for a place.

Roman Sparrow justified his reputation as a fast pony in the seventh race. He is hard to start but once away, he is good for a place. He led the field of eight ponies from the start and won by four lengths. The pony was not heavily backed and paid a winning dividend of \$33.40. Mr. Harriman on West River secured third place and paid the best dividend of the day, \$53.10. The favourite, Pickpocket, was unplaced.

The last race of the day attracted nine entries and was won by Roman Pride. A keen struggle was witnessed between Yellow River and Australand for second place, the latter just managing to retain his advantage and getting in second, half a length in front of Yellow River.

AN EXTRAORDINARY INCIDENT.

"Money for nothing." This is probably the best commentary on an extraordinary incident which happened at the meeting when something went wrong with the organisation in the members' pari-mutuel during the fifth race—the Saddling Event—which resulted in pari-mutuel tickets being sold for this race after the race had been actually run. Spectators strolling back to the members' pari-mutuel, after witnessing the race, were astonished to find that they were able to buy tickets on the three placed ponies and for a few minutes, at least, until the mistake was discovered, the ticket sellers did a roaring trade. Quite a number of people in the

excitement of the moment backed Mr. Boyd, who came in first, whilst a number of the more astute backers thought they would get a better return on Mr. Bartholomew (second rider in) or on Mr. Harriman (third man to pass the post.) Then the news came through that Mr. Boyd had been disqualified for not having girthed up his saddle properly. This meant that those who had backed Mr. Boyd before and after the race was run had lost their money, whilst those who backed Mr. Bartholomew and Mr. Harriman had their dividends improved considerably.

There is some doubt as to how this extraordinary state of affairs arose. But it is probably, due to two things if not three. In the first place, the coolies in the pari-mutuel in placing the names of the riders on the bars, indicating to the members where to register their bets, got them hopelessly mixed up, and in one case at least the name of Capt. Spinks was put up until after the race had been actually run. The mistake was discovered in the middle of the betting and confusion resulted in the re-shuffle. Backers (who had not left the pari-mutuel) came back and asked for their tickets to be changed, and in some cases this was done. Then, in the second place, no warning bell was rung in the pari-mutuel, indicating that the sale of tickets must cease and this led to the sale of tickets after the race. Then, in the third place, it is said that, out on the course just by the Judge's box the board, announcing that the second bell had been rung, was still showing, whilst the race was being run. Altogether it was a hopeless mix-up. There was apparently only one thing for it—the easiest way out of the difficulty—and that was to pay out on all tickets that had been bought, which, of course, was not to the advantage of those people who had obtained their tickets before the race. It meant that their dividends were considerably lowered.

During the afternoon, the band of the King's Regiment played a delightful programme of music.

## RESULTS.—

### 1.—"A" CLASS HANDICAP: THREE QUARTER MILE RACE.

1st prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Messrs. H. Sassoon and H. Arnold's Roman Pride, 153 lbs. (Mr. Gibson) 1

Mr. Arpac's Bluebottle (late Waterlily), 152 lbs. (Mr. Matcham) 2

Mr. Warrack's Australand, 153 lbs. (Mr. Moller) 3

Mr. A. A. Alves' Silvio, 158 lbs. (Mr. H. Seth) 0

Mr. R. M. Dyer's Skylight, 152 lbs. (Mr. Davies) 0

Messrs. Birkett and Raymond's Huntington, 152 lbs. (Major White) 0

Capt. E. G. Spinks' Hope Dahlia, 144 lbs. (Capt. Spinks) 0

Won by a short head; three lengths between second and third.

Time: 1min. 34.3-seconds.

Winner: \$3.70 Ticket No. 1

Pari-mutuel. Cash Sweep. 1, 6.50 294, \$1,553.50

2, 30.30 120, 453.60

3, 6.40 198, 221.90

Unplaced ponies (\$20) each: Nos. 172, 407, 352, 421.

### 2.—HALF MILE RACE FOR GYM-KHANA SUBS: 1923.

For the seventeen ponies subscribed for and purchased at Shanghai in May, 1923. 1st prize, \$250; 2nd prize, \$125; 3rd prize, \$75.

Mr. Henry Humphreys' Country Mouse (late Stonycroft), 155 lbs. (Mr. Matcham) 1

Messrs. Birkett and Raymond's Sharpshooter, 155 lbs. (Mr. Gibson) 2

Mr. Mac's Finvoy, 155 lbs. (Mr. Moller) 3

Capt. G. F. Oxeprings' Malvern, 155 lbs. (Capt. Spinks) 0

Mr. H. B. L. Dowbiggin's Chessman, 155 lbs. (Mr. H. Seth) 0

Dr. F. H. Kew's Mopoke, 149 lbs. (Mr. Moller) 0

Mr. Arpac's Yellow Hammer (late The Skylight), 149 lbs. (Mr. Zellensky) 0

Won by a length and half; six lengths between second and third.

Time: 1min. 0.4-seconds.

Winner: \$15.50 Ticket No. 1

Pari-mutuel. Cash Sweep. 1, 7.10 9, \$2,076.20

2, 7.50 214, 593.20

3, 15.00 69, 266.60

Unplaced ponies (\$20) each: Nos. 115, 135, 68, 198.

### 4.—RACE FROM THE TWO MILE POST ONCE ROUND AND IN.

For China ponies. 1st prize, \$500; 2nd prize, \$200; 3rd prize, \$100.

Mr. A. A. Alves' Starland (late Royal Crusader), 155 lbs. (Mr. H. Seth) 1

Mr. C. C. Boyd's Strathfarrow, 165 lbs. (Mr. Zellensky) 2

Mr. Warrack's Australand, 158 lbs. (Mr. Gibson) 3

Messrs. H. Sassoon and H. Arnold's Roman Wodecock, 152 lbs. (Mr. Soares) 0

Mr. G. A. Harriman's West River, 152 lbs. (Mr. Harriman) 0

Mr. Kensington's The Gambler (late Slander), 149 lbs. (Mr. Matcham) 0

Won by two lengths; one and a half lengths between second and third.

Time: 2mins. 25-seconds.

Pari-mutuel. Cash Sweep. Winner: \$58.60 Ticket No. 1

1, 9.60 404, \$5,628.00

2, 5.70 271, 1,068.00

3, 5.80 452, 864.00

Unplaced ponies (\$20) each: Nos. 257, 268, 400.

### 5.—SADDLING RACE.

Open to members of the Jockey and Polo Clubs and Mounted Troop. Competitors start mounted on bareback ponies, carrying saddles on their arms. Ride to a point indicated by flag, diamond, saddle, ponies, remount, and gallop back past winning post. 1st prize, \$100; 2nd prize, \$50; 3rd prize, \$30.

Mr. J. Bartholomew 1

Mr. G. A. Harriman 2

Dr. A. R. Faler 3

Mr. C. C. Boyd 0

Dr. J. G. Lyon Brown 0

Mr. W. T. Stanton 0

Mr. A. Young 0

Mr. G. W. Sewell 0

Capt. E. G. Spinks 0

Pari-mutuel. Cash Sweep. Winner: \$20.00 Ticket No. 1

1, 8.00 34, \$2,224.00

2, 19.50 464, 635.60

3, 13.00 520, 517.80

Unplaced ponies (\$20) each: Nos. 493, 208, 85, 296, 120, 241.

### 6.—THREE QUARTER MILE RACE FOR GYM-KHANA SUBS: 1923.

For the seventeen ponies subscribed for and purchased at Shanghai in May, 1923. 1st prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Mr. Henry Humphreys' Country Mouse (late Stonycroft), 155 lbs. (Mr. Matcham) 1

Messrs. Birkett and Raymond's Sharpshooter, 155 lbs. (Mr. Gibson) 2

Mr. Mac's Finvoy, 155 lbs. (Mr. Moller) 3

Mr. Peta's Imbros, 155 lbs. (Mr. Zellensky) 0

Mr. H. B. L. Dowbiggin's Chessman, 155 lbs. (Major White) 0

Dr. F. H. Kew's Mopoke, 149 lbs. (Mr. Moller) 0

Mr. Arpac's Yellow Hammer (late The Skylight), 149 lbs. (Mr. Davies) 0

Won by four lengths; half a length between second and third.

Time: 1min. 36.2-seconds.

Winner: \$33.20 Ticket No. 1

Pari-mutuel. Cash Sweep. 1, 9.00 355, \$2,079.70

2, 8.50 513, 504.20

3, 10.50 521, 267.10

Unplaced ponies (\$20) each: Nos. 23, 471, 149, 551.

### 7.—"B" CLASS HANDICAP: (THREE QUARTER MILE RACE.)

1st prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Messrs. H. Sassoon and H. Arnold's Roman Sparrow (late St. Lawrence), 156 lbs. (Mr. Gibson) 1

Dr. F. H. Kew's Wombat, 158 lbs. (Mr. Moller) 2

Mr. G. A. Harriman's West River, 148 lbs. (Mr. Harriman) 3

Mr. C. C. Boyd's Pickpocket, 157 lbs. (Mr. Zellensky) 0

Mr. W. T. Stanton's Lory, 162 lbs. (Mr. Stanton) 0

Mr. Peta's Roman Law, 153 lbs. (Mr. Matcham) 0

Capt. E. G. Spinks' Bullfinch, 150 lbs. (Capt. Spinks) 0

Messrs. Albert and Arnold's Ding Dong, 149 lbs. (Mr. Soares) 0

Won by four lengths; half a length between second and third.

Time: 1min. 37.2-seconds.

Pari-mutuel. Cash Sweep. Winner: \$33.40 Ticket No. 1

1, 16.20 445, \$2,100.00

2, 6.70 660, 600.00

3, 63.10 800, 300.00

Unplaced ponies (\$20) each: Nos. 404, 208, 187, 451, 130.

8.—ONE AND A QUARTER MILE RACE (HANDICAP).

For China ponies. 1st prize, \$350; 2nd prize, \$150; 3rd prize, \$100.

Messrs. H. Sassoon and H. Arnold's Roman Pride, 169 lbs. (Mr. Gibson) 1

Mr. Warrack's Australand, 155 lbs. (Mr. Moller) 2

Mr. John Peel's Yellow River, 168 lbs. (Mr. Zellensky) 3

Messrs. H. Sassoon and H. Arnold's Roman Wodecock, 162 lbs. (Mr. Soares) 0

Messrs. Da Rosa's Dapper Dan (late Yanish), 150 lbs. (Mr. Da Rosa) 0

Messrs. Albert and Arnold's Satisfaction Dahlia, 150 lbs. (Mr. Harriman) 0

Mr. A. A. Alves' Starland (late Royal Crusader), 157 lbs. (Mr. Seth) 0

Mr. Kensington's The Gambler (late Slander), 149 lbs. (Mr. Matcham) 0

Capt. E. G. Spinks' Hope Dahlia, 145 lbs. (Capt. Spinks) 0

Won by one length; half a length between second and third.

Time: 2mins. 46.2-seconds.

Pari-mutuel. Cash Sweep. Winner: \$12.80 Ticket No. 1

1, 6.30 680, \$2,354.10

2, 7.40 25, 672.60

3, 6.60 237, 336.20

Unplaced ponies (\$20) each: Nos. 138, 14, 254, 270, 481, 132.

## SPORT

### LAWN BOWLS.

#### SATURDAY'S MATCHES.

The struggle for the premier position in the Hongkong Bowls league is still being keenly contested and Saturday's matches, although there has been no change in the leadership, resulted in three changes in position of other teams in the league. Kowloon Bowling Green Club (last year's winners) have dropped from third position in the league to fifth. Their lapse is accounted for by their defeat on Saturday by the leaders (Kowloon Dock Recreation Club). The Police Recreation Club have mounted from fourth to third position by reason of their easy victory over the Civil Service team. Taikoo No. 2 retains its position of second in the league by defeating the Kowloon Cricket Club, who are still at the bottom of the league. Craighower, who have been doing well lately, lost on Saturday to Taikoo No. 1; this latter team has now gone from fifth to fourth position in the league.

#### Results:—

##### KOWLOON DOCK R.C. v. K.B.G.C.

Played at Kowloon Dock, this home team winning by 17 points. Scores:—

Kowloon Dock K.B.G.C.

Johnston Barr 10

Duncan Farrall 10

Hedley Guy 10

Lapsley Edwards 10

Atkinson Hamilton 10

Brown MacFarlane 10

Punchon Harvey 10

Gow W. Russell 10

McKelvie Kynoch 10

Keith Whibley 10

Gourlay Hall 10



### THE LATEST BANDIT OUTRAGE

KOWLOON TRAIN HELD UP AND  
LOOTED.

THREE PASSENGERS KILLED AND  
EIGHTY TAKEN CAPTIVE.

Robbers, said to number between one and two hundred, held up a train less than fifteen miles from Canton last Thursday, murdered at least three of the passengers, and carried off between eighty and ninety more—all Chinese—whom they are said to be holding to ransom.

The ninety passengers kidnapped are stated to be "all of the better class of Chinese." One report states that booty to the amount of \$50,000 was taken away by the robbers, but few details are available at this end of the line. The train belonged to the Chinese section of the railway, and left Kowloon at 9.30 a.m. on Thursday morning, being due at Canton the same evening.

The vernacular Press of Canton states that the bandits were "some of the soldiers of Chen Chung Ming, defeated in the recent fighting in the East River region."

The Canton Daily News contains the following account of the affair:—

"The robbery was well planned, for among the passengers, were also found some of these 'bandits.' Just as the train was passing near a small station called Kauchin How, two men sprang from the road and mounted the locomotive. The engineers were forced to continue the trip in silence, at the point of the guns. All the while, the passengers were unaware of what had happened. When the train passed Hung Kung Station, the engineers were forced by the two intruders to blow the whistle and stop the train. All at once more than a hundred bandits sprang out from their hiding places on both sides of the railroad. Some of the troops, who were returning to Canton by this train, now being aware that robbery was about to take place, opened fire and a sharp skirmish followed. The bandits on the road were held at bay, but those in the train, who travelled as passengers joined in the fight and surprised the troops, whose entire attention was then occupied with fighting those on the road. This sudden turn of affairs demoralized the troops, and the whole train was at the mercy of these soldier-bandits. Three passengers were killed and 80 or more captured, but nothing was done to the several car loads of goods that were forwarded from Sheklung.

Upon receipt of the report that the train was robbed, troops from Sheklung hurried to the scene and are now trying to run down these culprits, who are reported to have retreated only to the surrounding hills. Traffic on the line has been resumed and trains are now running as usual.

### OFFICIAL REPORT FROM CANTON

Yesterday morning Mr. Walker, Traffic Superintendent at the Kowloon Railway Station, received a letter from the Traffic Manager of the Chinese Section of the Kowloon-Canton Railway, dealing with the latest bandit outrage. The letter is dated July 26th so that it has taken a couple of days to come down from Canton. It is in the nature of a summarised report of the occurrence and reads as follows:—

"I regret to inform you that No. 8 up slow train was held up, and robbed by 'pirates' at mile 14½, between Nam Kong and Wa Chung, at about 8 o'clock, last night. When this train was leaving Nam Kong Station two armed 'pirates' boarded the engine and compelled the driver to proceed. On arrival at the cutting at mile 14½ the driver was forced to stop, and then about 80 'pirates,' who had been waiting on both sides of the line, rushed on the coaches and robbed the passengers of their articles. After ransacking the train the 'pirates' carried away a number of passengers, roughly estimated at 70. The 'pirates' also shot one military officer dead on the spot, while taking him out of the train and they killed one soldier in a third class coach."

"Nobody else was injured and the track was not damaged."

"We have put the matter before the authorities here and no doubt they will take it up strongly at once."

### SUSPECTS:

ARE THEY PIRATES?

On Saturday a junk anchored in Aberdeen and shortly after her arrival it was discovered that she was a boat which had been 'pirated' in Chinese waters some months ago. The pirates on that occasion captured the junk. The man who made the discovery reported the arrival of the junk to the Police who promptly raided the vessel and took six of the occupants to the Police Station pending further investigation. The police discovered no arms on board the vessel.

### FIRE AT STONECUTTERS. BATHING BEACH MATSHEDS DESTROYED.

BATHERS LOSE THEIR BELONGINGS.

The matsheds on the public bathing beach at Stonecutters' Island (provided by the Government) were totally destroyed by fire on Saturday afternoon just before 6 o'clock. The fire was witnessed by the usual crowd of week-end bathers, who at the time of the blaze were in the water, enjoying their dip. The first indication of the blaze was smoke rising from No. 9 shed, which is in the men's section of the sheds. At first it was thought that some shubbery at the back of the sheds had caught fire and for the moment no serious attention was given to it by the bathers. Then a flame shot up from the roof of the shed and the word was known. There was a wild stampede out of the water, the bathers scrambling into the sheds in order to secure their belongings. Clothing was thrown higgledy piggledy out on to the beach and in this manner the major portion of the bathers' belongings were saved from the flames.

Fortunately, the wind did not favour the flames, the course of which was somewhat delayed by the inshore breeze blowing towards the wireless aerials. This meant that, for a little time at least, the flames were confined to about nine or ten huts (in the men's section) which were situated in the corner nearest the wireless aerials. After these had burnt out the flames gradually spread right along to the ladies' section and, one by one, the sheds toppled down.

The ladies had plenty of time to get away with their clothing and they got over the difficulty of having to dress on the beach through the kind offer of the soldiers who have some sheds of their own a short distance away from the public sheds. These sheds were put to the use of the ladies. The men were not so fortunate and about ten men and youths lost all their belongings and had to make their way back to Hongkong in their bathing costumes. Amongst these were four soldiers of the King's Regiment, and Mr. Buschaert (brother of the well-known tennis and water polo player).

Shortly after the blaze commenced two more launches arrived with bathers, who watched from the launches the burning of the sheds and afterwards returned disappointed to Hongkong.

The blazing matsheds were plainly seen from Yau-mai and in response to a telephone message from the Yau-mai police station the No. 1 fire boat was despatched to the scene. She arrived at about 6.15 p.m., exactly 25 minutes after the outbreak of the fire—a very smart piece of work—but by that time practically all the sheds had been destroyed.

### TRAGEDY AT STONECUTTER'S ISLAND.

MEMBER OF PLEASURE PARTY  
DROWNED.

Yesterday afternoon a drowning fatality occurred at Stonecutters' Island. It appears that a party, comprising forty members of the South China Athletic Association, went on a bathing picnic to the Island. Shortly after the arrival of the launch the members of the party dived overboard and swam ashore. One of the members who dived failed to reappear. He was apparently drowned. The deceased is said to have been a very strong swimmer. The other members spent a long time in searching for the body, and finally, a couple of sampans were engaged to drag the spot where the unfortunate man disappeared. His body has not been recovered.

### E.A.S.M.A. BEACH DANCE. A GREAT SUCCESS.

The second night bathing and dancing carnival organized by the Ex-Active Service Men's Association at their private beach at Stonecutters' took place on Saturday night. The affair was a great success, and judging by the numbers in attendance at this and the previous carnival, the success of these dance carnivals as an institution is assured. A swim around in the sea proved an excellent tonic for the weary dancers. The beach was very prettily decorated with lanterns, and the fine canvas dancing floor proved surprisingly smooth to the feet of the dancers. Whilst, of course, it is not quite up to the standard of a wooden floor, it is yet far better than the smoothest of lawns, and all were loud in their praise of it. Delightful music was discoursed by the King's Regimental Band. A good launch service was kept up, and the visitors spent a thoroughly enjoyable evening, returning home about midnight.

### CONSULS AT CANTON ENTER- TAINED BY MR. C. C. WU.

CANTON AND THE BRITISH  
PROPOSALS.

The Consuls at Canton were entertained at a dinner on Friday night by Mr. C. C. Wu, the Secretary for Foreign Affairs at his official residence. The Canton Daily News reports that Mr. Wu, after welcoming the guests, referred to the honour conferred on the Senior Consul by his government. He said that in his relations with Sir James Jamieson there had been some things on which they had agreed to disagree but in the main they were animated by a spirit of co-operation which is the only way for China and the foreigners to get along. While on the subject of co-operation he would refer to the proposals which it is reported the British Government has made with regard to China. He did not propose to state the policy of the administration on this weighty matter here and now, but he wished to say that any policy of control over China, though animated by the best of intentions against the will of the Chinese people, can scarcely succeed. The only thing that can succeed is co-operation between China and the Foreign Powers, and that co-operation must be with those elements who have the best interest of China at heart—the real patriots. He then drank to the health of the Consular Body coupled with the name of Sir James Jamieson.

After a short interval, Sir James Jamieson rose to speak. He expressed thanks for the honour done to him and his colleagues. He thought that he spoke on behalf of his colleagues as well as of himself that he was glad to see Mr. Wu return to take charge of foreign affairs. He also thought Mr. Wu was the best man to take charge of finance. In foreign affairs frankness on both sides was of greatest importance. He did not propose to discuss the proposals which the British Government is reported to have made, but he was quite sure that his Government only desired co-operation with the Chinese people.

The banquet over, the party adjourned to the parlour for about twenty minutes, after which the guests dispersed.

### ENQUIRY INTO "OKARA" DISASTER.

WAS THE VESSEL SEAWORTHY?

CALCUTTA, June 26th.  
A Marine Court of Inquiry, with Mr. Roxburgh, Chief Presidency Magistrate, sat at the Port Office, Calcutta, yesterday, to investigate the loss of the *Okara* in the Bay of Bengal about May 5th.

Mr. J. W. Orr, Deputy Legal Remembrancer, representing the Government, said that what happened after the *Okara* proceeded on her voyage was largely a matter of conjecture, but from the statements of the Masters of the *Imani*, *Angora*, and *Chinkon*, it must be concluded that the *Okara* experienced worse and worse weather as she proceeded on her voyage, and that by 8 a.m. on May 5th the wind and sea had increased to such an extent as to jeopardise the safety of the ship. The *Angora* had been in communication with the *Okara* during the greater part of the day on May 5th, and from messages received it could only be surmised that the vessel's hatches were stove in or washed away and that finally the sea flooded her holds, and she foundered with all hands.

His predecessor, who had retired, Mr. C. W. H. Ansell, said he was in pilotage charge of the *Okara* when she left Calcutta on May 1st. He left the vessel on the morning of May 3rd at the Sand-head. When he went on board, her steering-gear and engines were reported all right. On the first day, however, he had some little trouble with the steering-gear as they were proceeding down river, and it was reported that part of the steering chain had been practically carried away. It could not be rectified just then, but the vessel was anchored that day at Kulpi and the damage was thoroughly overhauled and put right.

Mr. Orr: There was no further trouble up to the time you left the vessel?—No. Capt. C. S. Pemy, Marine Superintendent of Messrs. Mackinnon Mackenzie and Co., stated that the *Okara* had a big overhaul in 1920, under the supervision of the Senior Surveyor of the Port. Repairs were usually carried out by the Marine Superintendent and the Superintending Engineer of the British India Steam Navigation Co., under the supervision of the Government Surveyor. The principal repairs were to the twindeck plating, no less than 163 plates having been renewed.

(Continued at foot of next column.)

### ARRIVAL OF BLUE FUNNEL PASSENGER LINER.

RECORD LONDON MAIL TO FAR  
EAST.

The new Blue Funnel liner, *Sarpedon*, arrived in port yesterday morning (the 26th inst.) on her maiden trip to the Far East. She brought the London mails of June 15th, which is understood to be a record transit of the mails via Suez. This is the mail that travels by train down Italy, to Brindisi, catches an Italian packet down to Suez, and then comes on by Blue Funnel boat timed to be at Suez. The *Sarpedon* is the first of the new class of passenger liners being built for the Blue Funnel line for their service to the Far East. She will be joined by her sister ship *Pythia* leaving Liverpool on July, and two more, at present building, in the early spring of next year, and together they will preserve a monthly service to the East. They will sail from Liverpool, and are scheduled to reach Port Said in 9, Singapore in 24, Hongkong in 29, and Shanghai in 32 days; and on the return journey, in addition to the above ports they will call at Penang, Colombo and Marseilles and will land their passengers at Marseilles or London. The gross tonnage of the *Sarpedon* is 11,400 tons, giving her a capacity of 10,350 tons general cargo, and 2,530 tons fruit or refrigerated cargo. She has excellent accommodation for a large number of passengers. On her trial cruise recently lasting several days the owners had 150 guests on board. Her length over all is 517ft. 6in.

The *Sarpedon* embodies the usual distinctive features of Blue Funnel liners, including the raked stem with its rounded rolled steel plates above the water-line. She has nine watertight bulkheads extending to the upper deck, horizontal and vertical sliding watertight doors being fitted, operated by hand in addition to being controlled on the Scott-Ross electrical system. A fire-resisting bulkhead is built between the upper and centre decks, and one between the centre castle and boat decks, in addition of the usual steam and hand fire services, to secure safety of the ship against spread of fire.

Electric clocks are fitted in all the public rooms controlled by a master clock in the chart house.

Inter-communication telephones join all the principal offices of the ship. All the winches in the passenger spaces are electrically controlled and driven, and in addition are so arranged that they may be used for the raising and lowering of the life boats. The navigation lights are also electric and are fed from two sources of supply, the dynamo and the wireless telegraphy batteries, and these are automatically interchangeable in the event of a failure of either.

The galley, pantry and laundry are fitted with the latest types of electric machinery. A large emergency electrical generating plant, driven by an oil engine is built on the upper deck for use in the event of the plants in the engine room becoming out of action for any reason.

She is propelled by twin screws actuated by geared turbines of the impulse type. Her machinery develops a total combined shaft horsepower of 7,500 on ordinary service, with steam pressure at 220 lbs. and superheat at 200 deg. Fahr., supplied from three double-ended cylindrical boilers, each 17ft. 11in. mean diameter by 21ft. 21in. length, with 24 furnaces, fitted with forced draught on Howden's system and North-Eastern Marine Engineering Co.'s super-heaters. The turbines are connected by means of flexible expansion couplings to pinions arranged to drive common gear wheels on the main shafting by means of single reduction gearing.

Her cruising speed is 15 knots.

Witness added that the repairs in question were carried out during the time of his predecessor. The *Okara*, he added, had been drydocked three times since 1920. In his opinion, the vessel was quite seaworthy. The hatches were overhauled and twelve new hatches were supplied. The vessel was not insured with an outside company and the loss fell on the owners. No complaint had been made to him that the lifeboats were in a very bad condition.

Asked whether he could form any opinion as to what might have caused the *Okara's* loss, Mr. O. E. Walling, Assistant Harbour Master, said that he did not think any cargo boat deeply laden would have come through such weather as the *Okara* encountered.

While Mr. Walling was under examination, it was announced that orders had been received from the Government to adjourn the enquiry.

MANUFACTURED BY  
Messrs. MAPPIN and WEBB, Ltd.



ACTUAL SIZE  
—OF SPOON—

The above is one of the many  
attractively priced gift cases in  
our recently enlarged Silver Department.

1st FLOOR.

LANE, CRAWFORD, LTD.

### THE CATERING DEPARTMENT OF

CAFÉ WISEMAN

is replete with every requisite for carrying out orders for

MOTORING & WALKING PICNICS  
WEDDING RECEPTIONS, GARDEN PARTIES  
PRIVATE DINNERS, DANCE SUPPERS  
LAUNCH and YACHTING PICNICS.

Estimates and Menus can be had on application for any of the above no matter how large or how small the number to be catered for. All viands provided are of the finest quality supplied by the DAIRY FARM and prepared in the most recherche style by experienced Cooks under expert European supervision.

LANE, CRAWFORD, LTD.

**COLUMBIA**  
GRAND OPEPA RECORDS.

6011 "TOSCA" ... SYMPHONY ORCHESTRA SELECTIONS PARTS 1-2	A6187 "FAUST" ... OPERA HOUSE ORCHESTRA SELECTIONS PARTS 1-2
A6143 "LA BOHEME" ... OPERA HOUSE ORCHESTRA SELECTIONS PARTS 1-2	453 "TANNHAUSER" ... SYMPHONY ORCHESTRA FANTASIA
"LOHENGGRIN" ... INTRODUCTION ACT 2	

ETC.

**ANDERSON'S.**

**Powell Ltd.**

TELEPHONE C. 3871.

WE SPECIALIZE IN CUTTING AND MAKING LOOSE COVERS

AND HAVE LARGE STOCKS OF ARTISTIC AND EXCLUSIVE DESIGNS NOT OBTAINABLE ELSEWHERE IN THE COLONY.

TAFETAS AND GIBBONS.  
PATTERN BOOKS ON REQUEST.

TAPESTRIES IN PLAIN COLOURS AND MANY FINE PERIOD DESIGNS.

QUOTATIONS AND PATTERNS SUBMITTED FOR EVERY CLASS OF UPHOLSTERY WORK.



## NEW ADVERTISEMENTS

## NOTICE TO CONSIGNEES.

The Steamship "DUCHESSA D'ACOSTA"  
FROM TRIESTE, VENICE, BRINDISI,  
SPALATO, PORT SAID, ADEN,  
MASSAUA, COLOMBO, PENANG  
AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 7th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DOBELL & CO., LTD., Agents.  
Hongkong, 7th July, 1923. [1041]

## THE BEN LINE STEAMERS, LTD.

From ANTWERP, MIDDLESBRO,  
LONDON AND STRAITS.

The Steamship "BENVENUE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves, delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th inst., will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 24th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th inst., at 10 a.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.  
Hongkong, 3rd July, 1923. [1020]

## SS. "ANGKOR"

SERVICES CONTRACTUALS DES  
MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, etc., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.  
Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 10th instant, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 14th instant, or they will not be recognized.  
All damaged packages will be examined on Tuesday, the 10th instant, at 10 a.m., by Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
R. RODENFUESS, Acting Agent.  
Hongkong, 4th July, 1923. [1025]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
CHINA MUTUAL STEAM NAVIGATION  
CO., LTD.

CONSIGNEES per Company's Steamer

"AUTOLYCUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 5th July.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 11th July, will be subject to rent.  
All claims against the steamer must be presented to the underwriter on or before the 20th July, or they will not be recognized.  
No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 5th July, 1923. [1030]

## TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.  
Apply  
UNION INSURANCE SOCIETY  
OF CANTON, LTD.

HONGKONG SMALL INVESTORS'  
SHARE AND REAL ESTATE CO.  
SHARE AND LAND BROKERS

No. 8, Des Vaux Road,  
2nd Floor.  
Telephone No. C. 4303.

## INTIMATIONS

ALEX. ROSS & CO. (CHINA), LTD.

OUR MACHINERY SHOW GODOWN  
has TO-DAY been TRANSFERRED  
from Blue Buildings, Wanchai, to No. 8  
DUNDRELL ST.  
ALEX. ROSS & CO. (CHINA), LTD.,  
Telephone Central 2487.  
Hongkong, 7th July, 1923. [1038]

HONGKONG VOLUNTEER DEFENCE  
CORPS.

## PROMENADE CONCERT

on  
VOLUNTEER PARADE GROUND  
AT 8.15 P.M.  
SATURDAY, 21st JULY.

When the King's Regiment Band will play,  
assisted by Well-known Vocalists.

Tickets (\$1 each) can be obtained from—  
ANDERSON MUSIC CO.,  
and  
[1039] VOLUNTEER HEADQUARTERS.

## NOTICE

TAKE NOTICE that the SALE advertised  
Below, which has been frequently  
Postponed, Pending Negotiations between  
the Parties Concerned, will now, the Negotiations  
having finally Broken Down, positively  
take place on JULY 17th, the Date advertised  
Below. [1023]

## PARTICULARS

of  
VALUABLE LEASEHOLD PROPERTY  
Situate  
No. 13, WING HING STREET,  
VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee  
By  
PUBLIC AUCTION,  
IN ONE LOT.

TUESDAY,  
The 17th DAY OF JULY, 1923, at 3 O'CLOCK P.M.  
By  
Messrs. LAMBERT BROTHERS  
At Their Office, DUNDRELL STREET.

THE Property consists of First ALL  
THAT piece or parcel of ground situate  
at Victoria in the Colony of Hongkong and  
registered in the Land Office as SECTION  
A of INLAND LOT No. 2188 together with  
the messuages erections or buildings thereon  
now known as No. 13, Wing Hing Street and  
Secondly ALL THAT strip of land at the rear  
of the said Section A of Inland Lot No. 2188  
being a scabbling lane. All of which pre-  
mises are held for the residue of the term of  
75 years from the 15th day of May, 1916,  
created by the Crown Lease thereof together  
with the valuable machinery now situate in  
or upon the said premises and at No. 1  
Gordon Street.

Particulars and Conditions of sale may be  
obtained from  
Messrs. HASTINGS & HASTINGS  
Solicitors,  
8, Des Vaux Road Central,  
and  
Messrs. LAMBERT BROTHERS  
Auctioneers.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by Public Auction,  
on  
MONDAY, the 16th JULY, 1923,  
commencing at 9.00 P.M.,  
at their Sales Room, DUNDRELL STREET.

## ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint  
Machinery, capable of producing 100,000 (one  
hundred thousand) pieces 20-cent (twenty cent)  
coins or 200,000 (two hundred thousand) pieces  
10-cent (ten cent) coins per working day of 10  
hours.

(Further particulars and inspection orders  
may be obtained from Messrs. Gilman & Co.,  
Ltd., or the Underwriter.)  
Terms:—20% of purchase money to be paid  
on fall of hammer. Balance to be paid within  
two weeks of day of sale.  
LAMBERT BROTHERS,  
Auctioneers.  
[1031]

## TENDERS WANTED.

RELIABLE CONTRACTORS are invited  
to Tender for the following Works:  
Over 30,000 cub. feet Cut-moulded and Fine  
Punched Granite.

Over 20,000 cub. feet Brickwork.  
For Particulars, apply to the  
HONGKONG REALTY & TRUST  
CO., LTD.,  
ARCHITECTS,  
Fowell's Buildings.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
CO., LTD.

CONSIGNEES per Company's Steamer  
"LAOUIDON"  
are hereby notified that the Cargo will be  
discharged into Holt's Wharf, Kowloon, where  
it will be at Consignees' risk and subject to  
terms and conditions of storage at Holt's  
Wharf. The Cargo will be ready for delivery  
from Godown on and after 6th July.

Optional Cargo will be landed, unless notice  
has been given prior to Steamer's arrival.  
All broken, chafed, and damaged Goods  
are to be left in the Godowns, where they will  
be examined on any Tuesdays and Fridays  
between the hours of 10.45 a.m. and Noon  
within the free storage period.

No claims will be admitted after the goods  
have left the Steamer's Godown, and all Goods  
remaining undelivered after the 12th July,  
will be subject to rent.  
All Claims against the Steamer must be  
presented to the underwriter on or before the  
20th July, or they will not be recognized.  
No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th July, 1923. [1033]

## INTIMATION

## TOILET SOAP BARGAINS

Yardley's Oatmeal Soap... 50 cts. per box

Coal Tar Soap... 50 " "

Carbolic Soap... 50 " "

Colgate's Floating Bath Soap... 20 " per Tab

Vinolia L. & L. Soap... 50 " per box

Carbolic Soap... 50 " "

Coal Tar Soap... 50 " "

Medical Soap... \$1.20

Terebene Soap... 1.20

Zambuk Soap... 1.75

Cimolite Soap... 1.00

Colgate's Sulphur Soap... 60 cts.

Zenobia Assorted Soap... 5.00

Savon Pate Amandes... 25 cts. Tab. 2.75 per box 1 doz.

Rimmels Cologne Soap... 1.50 per box

J. & J.'s Baby Soap... 1.35 " "

Gerard's Eucalyptus Soap... 10 cts. Tab. 1.00 per doz.

Piver's Soap assorted... 3.00 per box

Oatmeal Soap... 1.00

Antezema Soap... 1.00

R. & G.'s Heliotrope Soap... 5.00

Savon Flour D'Amour & Ambre Rose... 6.00

Assorted Best... 3.75

Round... 2.25

A. S. WATSON & CO., LTD.,

Hongkong Dispensary.

TELEPHONE CENTRAL, 16.

## DEATH.

MADSEN—At Shanghai, on July 2nd,  
Albert Madsen (B.A.T.), aged 93  
years.

## ACKNOWLEDGMENT.

Mr. and Mrs. B. R. BRANCH tender their  
heartfelt thanks for the many floral  
tributes and expressions of sympathy  
from friends during their recent  
bereavement. [1040]

Hongkong Office: 10A, Des Vaux Rd., C.  
London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, JULY 9th, 1923.

THE LATEST TRAIN  
OUTRAGE BY BANDITS.

The latest train outrage by bandits has  
occurred in the "model province," the  
province which Dr. Sun Yat Sen is  
reported as having recently described in  
a circular telegram to the political  
leaders in China as "the one place in  
China where the law and the constitution  
are respected, and where the wishes of the  
people are solicited and satisfied." In  
an incidental reference to this statement  
the other day we said it was "a large  
claim," suggesting thereby that it is one  
which the conditions prevailing in the  
province could not be regarded as support-  
ing. Lawlessness, in fact, is as rife in  
Kwangtung as in any other province, and  
the outrage on the Kowloon-Canton  
railway furnishes an illustration which  
those who received Dr. Sun's circular  
telegram are not likely to disregard. To  
hold up a railway train, loot the  
passengers of their belongings, and carry  
off a large number of them, to be held  
to ransom, is surely the last expression of  
lawlessness. It would be interesting to  
learn the origin of this latest enterprise.

It is said that the bandits are remnants  
of General Cheng Chiucho Miao's troops  
who were defeated recently by Dr. Sun's  
forces in the East River district. We  
have yet to learn whether the motive was  
entirely one of robbery or whether this

enterprise, like the Lincheung outrage, is  
all part of some political game. Though  
in the present instance there are no  
foreigners in the hands of the bandits,  
some eighty Chinese, described as well-  
to-do, have been taken captive, evidently  
in the hope that large sums of money  
will be paid, by someone, for their ransom.

The resemblance between the Lincheung  
outrage and this one is sufficiently close  
to warrant the supposition that the one  
inspired the other, in the hope that  
similar profit and advantage might accrue  
to the perpetrators. We are told that  
troops have been sent to pursue the  
bandits, and in the light of what took  
place in Shantung, everyone, and especially  
the relatives of the captured passen-  
gers, will be eager to know whether they  
will parley with the bandits or attempt  
to annihilate them, whatever the con-  
sequences may be to the captive passen-  
gers. We can only "wait and see."

Meanwhile it is satisfactory to know  
that no damage was done by the bandits  
to the railway track, and that the service  
of slow through trains to and from Canton  
is to continue. This service has been  
resumed only within the last eight or ten  
days, after a suspension of several  
weeks. No through express trains are yet  
being run again, and the bandits, there-  
fore, could scarcely have counted upon  
taking foreigners captive, as they are  
probably well aware that foreigners are  
seldom found on the slow through trains  
to Canton. We understood that when  
the through train service was resumed,  
arrangements were made at Canton for  
the efficient protection of the Chinese  
section of the line by troops. If it is  
claimed that this protection has been  
afforded, the incident clearly establishes  
the necessity for having railway guards  
—if they are to be efficient—under the  
supervision of foreign officers; and per-  
haps the Diplomatic Corps will now  
extend their interest in this connection  
to the Canton-Kowloon line. As most  
of our readers will be aware, the  
Chinese section of the Kowloon-Canton  
railway was built with a British  
loan. The whole sum—amounting to  
about one and a half million sterling—is  
still outstanding, as the term of the  
loan was thirty years, and, according to  
the agreement, repayment of the principal  
does not begin until twelve and a half  
years from the date of the loan. There  
are clauses in the Loan agreement which  
provide that no obstruction in the work-  
ing of the line will be permitted; yet the  
service has been seriously interrupted on  
two or three occasions in circumstances  
which cannot be fairly described as "acts  
of war." Under the Loan Agreement it  
is stipulated that the Imperial or the  
Provincial Government, on due applica-  
tion made by the Head Office of  
the Railway (which is in Canton),  
will promptly provide any military  
forces that may be required for the  
protection of the railway, "it being  
understood that such military forces shall  
be maintained at the expense of the  
Government or the Province." Appar-  
ently such protection was applied for  
when the through services between Canton  
and Kowloon had to be suspended two  
or three months ago, but the assurance  
of efficient protection on which the slow  
trains recently resumed running is proved  
by the outrage we report to-day to be  
valueless. Fortunately, the payment of  
interest on the loan and the repayment  
of the principal are not dependent on the  
earnings of the line, or the British and  
Chinese Corporation would have good  
reason to protest against the frequent,  
and sometimes prolonged, interruption of  
the service as a consequence of the chronic  
state of civil war in which the province  
has become involved and the lawlessness  
which inevitably attends it.

Mrs. Stephen, wife of the Hon. Mr.  
A. G. Stephen, left Shanghai for Hong-  
kong last week by the *Empress of Australia*.  
She expects to be away for five months.

The *N.C. Daily News* (Shanghai)  
having moved into its new premises,  
makes its appearance in what the lead-  
ing article calls "A New Fröck." The  
format has been somewhat changed, and,  
we think it will be generally agreed, im-  
proved.

In the course of a speech at Ipoh at a  
dinner commemorating the Battle of the  
Somme, General Sir Neil Malcolm an-  
nounced the holding of an important  
conference at Kuala Lumpur, on July  
12th and 13th, to consider a scheme to  
reorganise Volunteering in the Malay  
States, and a proposal to establish State  
organisations with an adjutant for each  
State. He urged ex-Servicemen to give  
full co-operation to the scheme. The act-  
ing Resident said that any scheme to  
improve Volunteering was sure to receive  
general support. He urged the importance  
of the matter.

Mr. Stuart J. Fuller, American Con-  
sul-General at Tientsin, who has been  
transferred to a similar post at Yoko-  
hama, will be succeeded at Tientsin by  
Mr. De Witt C. Poole, chief of the Far  
Eastern European Division of the Ameri-  
can State Department.

There is some doubt as to which of two  
Archdeacon Holdens has been appointed  
to succeed Bishop Bannister of Kwangsi-  
Hunan. Reuters Agency at Shanghai in  
amplifying the London cable described  
the Rev. John Holden, mentioned as being  
the Vicar of St. Paul's, Portman Square  
and Hon. Home Director of the China  
Inland Mission, but it is highly probable  
that the new Bishop is the Ven. John  
Holden, who has been a C.M.S. mission-  
ary in Kwangsi and Hunan since 1907  
and Archdeacon since 1918. We learn  
from a Shanghai contemporary that  
some time ago the Archbishop of Canter-  
bury consulted the House of Bishops in  
Shanghai with reference to the proposed  
appointment, and the latter was suggest-  
ed. Archdeacon Holden is a very cap-  
able missionary and a good scholar, and  
it is practically certain that he, and not  
the well-known London clergyman, has  
been appointed.

Miss Aldrich, sister-in-law of Mr. John  
D. Rockefeller, J., who was one of the  
victims of the Lincheung outrage, has been  
having a busy time in Japan dodging the  
publicity experts. She refused to be  
interviewed by newspaper men in regard  
to her experience, and her secretary has  
made the statement that the party is  
shunning publicity as they have been  
deluged in it since the Lincheung affair  
and that everything has been said that  
can be said. They are making no men-  
tion of when they propose to leave Yoko-  
hama for San Francisco as they wish to  
avoid being met by a delegation of news-  
paper men in San Francisco and sub-  
jected to a terrific barrage of questions  
as would be the case were the date of  
their arrival at the American city made  
public in America. Several amusing  
incidents have been reported regarding  
the attempts of various persons to see  
Miss Aldrich since her arrival at Yoko-  
hama. One of the reports states that she  
was in one of the city's shopping districts  
and was making a purchase in a shop  
when a photographer became aware of  
her presence there. He snapped a pic-  
ture as she stood in the entrance to the  
shop. The reported result is that Miss  
Aldrich hastily left the shop and returned  
to her room in the hotel.

DEPARTURE OF DR. J. T. C.  
JOHNSON.

Dr. J. T. C. Johnson, who is retiring  
from the post of Principal Civil Medical  
Officer of the Colony, left by the E. and  
A. steamer *Arufura* on Saturday for  
Australia where he intends spending a  
few months before proceeding to England.  
Dr. Johnson began his career in the  
Civil Service as Assistant Colonial Sur-  
geon in the Gold Coast Colony. From  
there he was transferred to the East  
Africa Protectorate, as Medical Officer at  
Mombasa where for five years, in addition  
to other duties he had charge of  
the European Hospital. In 1906 he went  
to Nairobi as Acting Government Bac-  
teriologist and Medical Officer of Health,  
and in the following year was appointed  
Medical Officer in charge of the Euro-  
pean Hospital at Nairobi. While there  
he was Chairman of a bureau for the  
investigation of diseases of men and  
animals of East Africa. Dr. Johnson  
came to Hongkong as Principal Civil  
Medical Officer in January 1913. He  
has now reached the age limit and retires  
on pension. Dr. Johnson's relations with  
the Government medical staff in Hong-  
kong have not been altogether happy  
though he was recognised by many friends  
in close touch with his work as being a  
most conscientious public servant.

## A HARBOUR ACCIDENT.

A junk heavily laden with sand was  
attempting to steer across Sulphur  
Channel, between Green Island and Ken-  
nedy Town, on Friday night, when a gust  
of wind took the sails and capsized her.  
There was a crew of twelve aboard, and  
all were sucked under and drowned with  
the exception of one man who managed to  
swim clear and shout for help. A Chinese  
revenue officer saw him and at once put  
off in a sampan and dragged the man to  
safety. He searched for half an hour in  
the hope of picking up others, but without  
success. A very strong current was run-  
ning in the channel at the time.  
Late last night, we were informed by  
the police that, with one exception, the  
missing people have been accounted for.

FAR EASTERN CABLE  
NEWS.

(THROUGH REUTERS' AGENCY.)

## THE CHAOS IN CHINA.

VIEWS OF CHINA FIRMS.

London, July 7th.

Several prominent firms closely inter-  
ested in the China trade have sent a  
joint letter to the *Times* dwelling on the  
essential need of action in order to restore  
authority in China and thus grapple  
with the tendency in the direction of a  
revival of anti-foreign feeling. They say  
that there is apparently no person or  
party in China able to check the unruly  
and disintegrating forces and the only  
hope is in the Powers jointly intimating  
to China, through the Peking Govern-  
ment and the men who really dominate  
affairs, that the present situation must  
cease, and to offer help to find it.

The signatories endorse the suggestion  
that the railway police should be reor-  
ganised under foreign leadership. Un-  
animous agreement by the Powers con-  
cerned is regarded as an indispensable  
condition of the offer.

The signatories to the letter are the  
Asiatic Petroleum Co., The British-  
American Tobacco Co., Messrs. Arnhold  
Bros., Messrs. Collins & Co., Messrs.  
Dowdell & Co., Messrs. Jardine, Math-  
eson & Co., Messrs. Mackinnon, Macken-  
zie & Co., Messrs. John Swire, and Mr.  
A. W. Burkill.

## AMERICAN VIEWS.

The *Daily Telegraph's* diplomatic cor-  
respondent understands that the British  
proposals for the improvement of condi-  
tions in China are sympathetically viewed  
in Washington and are likely to be widely  
agreed to. Subject to genuine care for  
Chinese sovereignty it is expected that  
America will suggest the most energetic  
international measures; thus that the  
railways might be policed by armoured  
cars. The correspondent adds that the  
British do not propose to raise an entirely  
new Chinese gendarmerie, but to place  
existing bodies under foreign officers.

## SHIP'S CAPTAIN MISSING.

APPARENTLY FALLEN OVERBOARD.

MANILA, July 6th.

The British steamer *Waron* was a  
captainless ship when she made port  
to-day, with a report by the Chief Officer,  
Mr. G. Phillips, that Capt. A. Hope had  
been discovered to be missing on the morn-  
ing of July 4th, having apparently fallen  
overboard during the night.

The mate took charge and tracked back  
to the point where the Captain was last  
seen on board, but two look-outs in the  
crow's nest and two on the fore-castle-  
head did not find any trace of him.

The ship then came to Manila. The  
British Consul is investigating.

STEAM LAUNCH TURNS  
TURTLE IN THE HARBOUR.

SEVENTY-FIVE PASSENGERS ON  
BOARD; FIVE MISSING.

A harbour tragedy, which emphasises  
the danger of passengers crowding to the  
side of ferries and launches prior to dis-  
embarkation, occurred yesterday. The  
steam launch, *Fee Den Fat*, arrived  
from Nam Tau shortly after noon and  
proceeded to disembark fifty of her  
seventy-five passengers and a quantity of  
cargo into small boats, which came along-  
side her just off the Eastern Street  
Wharf. Fifty of the passengers for dis-  
embarkation all crowded to the starboard  
side of the launch, causing her to take a  
very heavy list. The remaining twenty-  
five passengers became frightened, and  
they also rushed to the starboard side  
with a view to getting into the small  
boats. This additional weight caused the  
launch to turn right over and to sink.  
Many of the passengers and all the  
crew, who had not had time to scramble  
into the small boats, being thrown into  
the water. All the passengers have been  
accounted for, with the exception of five,  
and these are believed to have been  
drowned. The members of the crew were  
saved.

## WATER BOAT WATER-LOGGED.

Water boat No. 2,682 V. shipped seas  
yesterday afternoon and became water-  
logged and was in grave peril of sink-  
ing, whilst on a voyage from Shaikwan  
to Hongkong, with a cargo of water.  
Fortunately No. 9 police launch hap-  
pened to be in the vicinity at the time  
and the launch took the boat in tow into  
Causeway Bay where she was anchored.  
The shipping of seas is said to have been  
due to the boat wash from another launch  
which passed close to the water boat.



## CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## THE EUROPEAN PROBLEM.

## GERMAN GOVERNMENT'S REPLY TO HOLY SEE.

London, July 7th.

It is officially announced that Herr Cuno, in replying to the representations made by the Papal Nuncio on the subject of sabotage in the occupied territory, declared that the incidents arose from the excitement of a harassed and desperate people. The German Government, however, were at one with the Holy See in condemning the criminal use of force.

## FRANCE OBJECTS TO VATICAN INTERFERENCE.

Paris, July 7th.

The Chamber of Deputies debated the Pope's letter regarding the Ruhr, mentioned in a cable message dated July 1st. After a speech by Premier Poincaré, repudiating the right of the Vatican to interfere with the foreign and domestic policy of France, the Chamber of Deputies, by 288 votes to 150, adopted his motion to proceed with the next business.

## FRANCO-BELGO-GERMAN COOPERATION AT DUISBURG.

Bursels, July 8th.

The Government has instructed its representative at Berlin to request Herr Cuno (German Chancellor) to formally disavow the Duisburg outrage, and to secure the co-operation of the German Government in the search for the culprits.

## FRENCH AMBASSADOR'S COMMUNICATION TO LORD CURZON.

Paris, July 7th.

Count de Saint-Aulaire (French Ambassador) yesterday communicated to Lord Curzon the text of his written instructions with regard to the British question, wherein the past fortnight's conversation has been based.

## ANGLO-ITALIAN IDENTITY OF VIEWS.

London, July 7th.

The Italian Ambassador also participated in the conversations at the Foreign Office yesterday. The interview marked a further step towards an Anglo-Italian identity of views on the mid-European policy.

## FRANCE'S IMPOSSIBLE ATTITUDE.

Count de Saint-Aulaire's instructions from Paris did not indicate any modification in Premier Poincaré's policy, and only served to re-emphasise the impossibility of reconciling the divergent standpoints.

With reference to the Ruhr issue, the Westminster Gazette's diplomatic correspondent says that the French and Belgian Governments are clearly playing for time, believing that a collapse of Germany is imminent.

## BRITISH GOVERNMENT ARMED WITH DEFINITE POLICY.

London, July 7th.

A strict veil of secrecy is being thrown over the Foreign Office conversations, which are being continued, but it is known that the existing differences are fundamental, and there are indications that the British Government is armed with a definite policy as regards reparations.

Some idea of this has been afforded by the significant remarks made at Birmingham by two members of the Cabinet, namely, Mr. Amery (First Lord of the Admiralty) and Mr. Neville Chamberlain (Minister of Health) where it was declared that the situation had become so serious that it could not be allowed to continue.

Mr. Amery attributed the unwillingness of Germany to make a really serious effort to face her obligations, as one of the primary causes of the uncertainty.

Mr. Chamberlain said that, "anxious as we were to preserve the most harmonious relations with France, the time had come when it was necessary to embark on more definite steps."

(Continued on first of next column.)

LATEST CABLES.

## U.S. NAVAL FORCE.

## FULL STATE OF EFFICIENCY TO BE MAINTAINED.

Washington, July 7th.

The U.S. Government has decided to maintain the minimum naval force in a full state of efficiency during the next fiscal year. The programme, approved by the Naval Department, proposes to keep in fighting trim and at sea, the full naval strength allotted to the United States under the Five Power Treaty, comprising 18 first-line battleships, 18 cruisers and 84 submarines.

The decision is regarded as significant of the uncertain status of the Five Power Naval Treaty, resulting from France's delay in ratifying.

## WASHINGTON NAVAL TREATY.

## RATIFIED BY FRANCE.

Paris, July 7th.

The Chamber of Deputies has ratified the Washington Naval Treaty, by 400 votes to 100.

## "MEANS OF GETTING ROUND THE MEASURE."

Later.

The reporter of the Bill declared that the Washington ratio was unfavourable to France, but France was not in need of big battle squadrons, but of light craft. He pointed out that the duration of the Treaty was limited and asked the Chamber to vote in its favour, in order to demonstrate France's peaceful desires. M. Briand pointed out that the agreement was between friendly allied countries, but, if the situation changed, France would recover her entire freedom.

M. Poincaré agreed with M. Briand's interpretation, and declared that the Washington Agreement would certainly not be accepted as the final limitation of French naval armaments.

Admiral Guepratte compared light and heavy craft, unfavourably, to the latter, and declared that the Treaty did not impair the national sovereignty of France, who, if necessary, could find some means of getting round the measure.

## THE SAAR COMMISSION.

## L.O.N. COUNCIL'S COMMENT ON ADMINISTRATION.

Geneva, July 7th.

After hearing the evidence of the Saar Governing Commission, the Council of the League of Nations unanimously passed a resolution reaffirming the Commission's responsibility to the League, leaving it to the wisdom of the Commission to decide when they would abolish the recent extraordinary measures and revert to common law.

While appreciating the economic considerations which led the Commission to introduce the franc as legal currency in the Saar, the League Council reiterates its desire to dispense with foreign garrisons as soon as the development of the local gendarmerie permits.

The Council expresses great appreciation of the Commission's administrative work, accomplished during the last 31 years, particularly taking into consideration the difficult circumstances prevailing, and assures the Commission of the Council's full support in the accomplishment of its mission.

EARLIER CABLES.

## DISCUSSION MIGHT CONTINUE FOR WEEKS.

Paris, July 8th.

French political circles are optimistic, but are of opinion that the Anglo-French conversations are likely to continue for weeks. There express surprise at the sudden insistence of Britain on the necessity for an immediate solution, and say the French do not see the necessity for fixing a time limit. It is emphasised that the French Government is determined not to discuss reparations with Germany until passive resistance has been renounced, but meanwhile would like to know what Britain intends to claim from Germany and the Allies.

LATEST CABLES.

## GAEKO-TURK CONFERENCE.

## EMERGES FROM ITS FIT OF LETHARGY.

Lausanne, July 7th.

Under the Greece-Turk agreement, arrived at yesterday, Greece restores all the Turkish vessels seized since the Mudros Armistice of October 1918, while the Treaty of Athens will not be applied as regards the Turkish civil list properties. The conference appears to have emerged from its fit of lethargy, and it is anticipated that peace will be signed by July 14th.

Lausanne, July 7th.

Another stage towards a settlement with Turkey has been reached by a complete agreement between M. Venizelos and Ahmet Pasha, on all the outstanding Greece-Turkish points of difference. The settlement of the question whether the Turks should pay interest to foreign bond holders in paper francs, instead of gold francs, as demanded by the Allies, still lags.

## OPIUM COMMISSION.

## AMERICAN INITIATIVE AND KEENNESS COMMENDED.

Geneva, July 7th.

The Council of the League of Nations has passed a resolution inviting the Assembly of the League to support the Opium Commission's recommendations, which incidentally mentioned that the initiative and keenness of the Americans had largely contributed to the Commission's progress.

## LIQUOR ON SHIPS.

## U.S. TREASURY DECISIONS REGARDING REQUIREMENTS.

Washington, July 7th.

Following the representations made by the British Embassy on behalf of the owners of the *Tuscania* and the *Arabic*, the Treasury has decided that the quantity of liquor on foreign ships in American waters shall be based on the requirements of the laws of the country in whose trade they are operating, regardless of the nationality of their owners. If the passengers and cargo come from several countries, a general medical supply will be granted and, furthermore, specific provisions of other laws will be met.

Italians among the steerage passengers on the vessel named have complained that they were not provided with wine, as required by Italian law. The American officials are limiting them to the amount required by British law.

## AEROPLANE CRASH.

## TWO BRITISH OFFICERS KILLED.

London, July 7th.

Aeroplane D 50, belonging to the Kenley military aerodrome crashed into an adjoining mansion, which burst into flames and was speedily destroyed. The occupants escaped.

The officers on the aeroplane, Lieut. Trapagna Le Roy and Logsdail, were killed.

## THE SPANISH REVERSES IN MOROCCO.

MADRID, July 7th.

The Chamber has resolved to appoint a commission to hold an enquiry regarding the political responsibility for the Spanish reverses in Morocco.

## DUTCH TRADING SOCIETY'S PROFIT.

AMSTERDAM, July 7th.

The annual report of the Dutch Trading Society, ascribes the revival of market conditions for East Indian produce to the economic boom in the United States.

The net profit is 5.5 million as compared with 0.3 million, and the dividend is six per cent, as against seven per cent, last year.

## FRENCH ROYALISTS CONVICTED.

TOULOUSE, July 7th.

After being convicted in connection with the attack on M. Caillaux on May 11th, Ebelot, a member of the Camelot du Roi, has been sentenced to three months' imprisonment. Four other Camelots du Roi were each sentenced to one month's imprisonment, with the benefit of the first offenders' act.

LATEST CABLES.

## NEW SOVIET UNION.

## THE ALLIED SOVIET REPUBLICS.

London, July 7th.

The seven Allied Soviet Republics are Russia, Ukraine, White-Russia, Transcaucasia, Azerbaijan, Georgia, Armenia. Moscow will be the capital and an allied council will be formed to deal with the foreign policy, the army and navy, and finance and trade.

M. Krassin will devote himself to the question of grain exports.

## LENIN APPOINTED PRESIDENT OF NEW UNION.

RIGA, July 7th.

The Soviet announces that the new constitution of the Soviet Union of Socialist Republics, which has been ratified at the Kremlin, Moscow, will operate immediately. Lenin has been appointed President of the Union, with Krassin as Commissar of Foreign Trade.

## BANKERS SENTENCED.

## CHARGES IN CONNECTION WITH LANDSMAN'S BANK.

COPENHAGEN, July 7th.

The trial of thirteen ex-directors of the Landsman's Bank, on charges of infringing the laws regarding joint-stock companies and banks, has been concluded. Kristian Riis and Hansen were each fined two thousand kroner and Friis five hundred kroner. Ten others were discharged. The Chief Director, Gluckstadt, who was also charged with fraud did not appear on June 23rd, nine days after the trial opened. H.P. Prior, Managing Director of the Nordiske Kabelogtraadfabriker has been fined eight hundred kroner, for fraud in connection with a share transaction. The difficulties of the Landsman's Bank were one of the largest ever known in Denmark, and were the subject of a parliamentary enquiry in 1922. As a result of the enquiry the indictments were drawn up.

EARLIER CABLES.

## THE DOCKERS' STRIKE.

## SPREADING TO OTHER WORKERS.

LONDON, July 6th.

The dock strike continues to extend. Four thousand coal porters and employees of short sea trading vessels struck this afternoon, bringing the total strikers in London to 21,000. A further 600 dockers have gone on strike at Liverpool. They were engaged in loading Alfred Holt liners on the China services, and struck to-day, but it is anticipated that they will return to work during the week-end. The striking dockers at Manchester have been joined by 400 warehousemen. The warehouses on the road to the docks are picketed, and business is practically at a standstill.

A meeting of strikers in London to-day resolved to continue the strike until the employers agree to their terms.

## LIVERPOOL COMMUNIST ARRESTED.

LONDON, June 6th.

Mr. McQuiggan, a prominent participant in the Liverpool dockers' dispute has been arrested.

McQuiggan is a Communist. He was charged with disorderly conduct during the dockers' strike, and remanded.

## SHORTER HOURS IN STEEL INDUSTRY.

NEW YORK, July 6th.

Mr. Gary announces that the labour supply from Mexico, the Philippines and Canada will soon make possible the abolition of the twelve-hour day in the steel industry, which will necessitate sixty thousand additional workers and increase the cost of steel products by fifteen per cent.

## CEYLON'S WAR CONTRIBUTION.

COLOMBO, July 6th.

There is a Budget surplus of thirteen and a half million rupees of which three million is being sent to the Imperial Government towards the cost of the war.

## M. KRASSIN.

MOSCOW, July 6th.

M. Krassin has been removed from his position of head of the Russian trade delegation to London.

## OBITUARY.

## ADMIRAL DEBON.

PARIS, July 6th.

The death is announced of Admiral Debon, Chief of the Naval Staff in wartime.

LATEST CABLES.

## WORLD OF SPORT.

## HENLEY REGATTA.

## HELD IN TROPICAL WEATHER.

LONDON, July 7th.

The Henley Regatta was held in tropical weather. A large crowd lined the river banks and Prince Henry followed the race for the Grand Challenge Cup in the umpire's launch.

There was a big attendance on each of the four days, with magnificent weather throughout.

In order to avoid the bend at the Temple Island, the course this year was shortened by 150 yards.

The Americans Hoover and Codman, and the Canadian Champion Belyea competed in the Diamond Sculls. Hoover, the holder, had hard luck in his preliminary heat, fouling the boom. He was beaten by Donald Gollan who also beat Codman and Belyea.

In the finals for the Ladies' Plate, Trinity (Oxford) beat Jesus (Cambridge) by a length time, 5mins. 35secs.

In the school match, St. Paul's were defeated easily by Beaumont College by 7 to 10.

MORRIS WINS THE DIAMOND SCULLS.

In the Diamond Sculls, M. Morris, London Club beat Donald Gollan, Leander Club, by one length time, 5mins. 25secs.

THAMES WIN THE GRAND CHALLENGE CUP.

In the Grand Challenge Cup, the result was Thames 1, Pembroke 2. Cambridge 3, won by three-quarters of a length in 8mins. 45secs.

In the Goblets, Trinity (Oxford) won from Leander Club by five feet in 8mins. 12secs.

The Visitors' Cup was won by Magdalen (Oxford) who defeated Trinity (Oxford) by one and three-quarter lengths in 7mins. 45secs.

The Wyfold Cup went to Imperial College who defeated Jesus (Cambridge) by one length in 7mins. 50secs.

In the Thames Cup, First Trinity (Cambridge) defeated Maidenhead Club by three-quarters of a length in 7mins. 12secs.

The Stewards' Cup was won easily by Third Trinity (Cambridge) from Magdalen (Oxford) in 7mins. 30secs.

## EARLIER CABLES.

## THE WIMBLEDON CHAMPIONSHIPS.

LONDON, July 6th.

At Wimbledon in the lawn tennis championships, the ladies' singles final resulted in Mademoiselle Lenglen, the holder, beating Miss McKane 6-2, 6-2.

Mademoiselle Lenglen's defence was impeccable, despite the remarkable activity of her opponent. In the second set Miss McKane delighted the spectators by coming up to the net and making slashing returns and scoring corners, but Mademoiselle Lenglen was still incomparable, and won easily.

The weather was scorching. The stands were packed. Play opened in the centre court, Misses Colyer and Austin beating Mrs. Yule and Miss Rose in the semi-final, 6-4, 6-4. The winners, who literally danced their way into the final, have been dubbed the "two Pavlovas". They had a hard battle, but quickness and aggressiveness triumphed. The second semi-final resulted in Mademoiselle Lenglen and Miss Ryan beating Mrs. Lambert Chambers and Miss McKane 6-1, 6-2. Mademoiselle Lenglen was brilliant.

Miss McKane provided most opposition, but the winners were superb. Their length was accurate and their placing kept their opponents on the base-line.

The Davis Cup, players Lycett and Godfree beat the Indian representatives Deane and Fysee in the semi-final, 6-4, 6-4, 6-4. The final thus provides a return match to the Davis Cup.

In the mixed doubles semi-final, Deane and Fysee in the semi-final, 6-4, 6-4, 6-4. The final thus provides a return match to the Davis Cup.

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## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## THE SINGAPORE NAVAL BASE PROJECT.

## JAPANESE OPINION.

Tokyo, July 7th.

The *Asahi* in an editorial on the Singapore base sees nothing against Japan in the British naval plan, which it says was decided on in 1882, when Japan's navy was practically non-existent, but was abandoned when the naval struggle in the North Sea intensified. The paper expresses the opinion, however, that it would be more consistent with the spirit of the Washington Conference if the naval agreement were extended to the restriction of auxiliary fleets and naval base construction and urges that steps should be taken to achieve this end.

## ART STUDY IN JAPAN.

## SUGGESTED VISIT OF BRITISH MUSEUM PROFESSOR.

LONDON, July 7th.

Professor Latta, of Glasgow University, who has returned from a long visit to the East, believes that in the interests of art generally, it would be a good thing if the British Museum Professor, Mr. Lawrence Binyon, went to Japan in order to make a comprehensive study of the Japanese paintings in the old temples.

## SUGGESTED JAPANESE-AMERICAN COMMISSION.

## MEETS WITH NO FAVOUR IN WASHINGTON.

LONDON, July 7th.

The *Sunday Times*, Washington, says it has been authorised to state that the popular agitation, launched by Viscount Shibusawa and Viscount Kaneko at Tokyo, in favour of a Japanese-American High Commission to discuss the chief bone of contention relating to Japanese immigration, and the discriminatory American laws against Japanese. Anti-Japanese sentiment is still too pronounced on the Pacific Coast to make the negotiation of such a treaty feasible, and the Tokyo Government has been advised to wait for a couple of years, when the time may be less inopportune.

## ANGLO-JAPANESE COMMERCIAL RELATIONS.

LONDON, July 7th.

Mr. Baifu Fuyunagao, President of the National Federation of the Chambers of Commerce of Japan, in a speech at a luncheon tendered to him by the Sheffield Chamber of Commerce, said he thought nothing could establish a friendly Anglo-Japanese trade relations better than an exchange of visits by the leaders of commercial life in both countries, and a better understanding of each other's thoughts and ways.

the losers showed several flashes of brilliance, for which they were thunderously applauded.

In the All England Plate, for players who have been eliminated in the first and second rounds, the men's singles was won by Washer (Belgium) who defeated Richey 6-3, 6-4.

In the final of the Mixed Doubles, Lycett and Miss Ryan beat Deane and Mrs. Shepherd-Barron 6-4, 7-5.

In the final of the men's singles, Johnston beat Hunter 6-0, 6-3, 6-1.

In the final of the ladies' doubles, Mlle. Lenglen and Miss Ryan beat Miss Austin and Miss Colyer 6-3, 6-1.

In the final of the men's doubles, Lycett and Godfree beat Comandé Gomar and Flaqueur (Spain) 6-3, 6-4, 2-6, 6-3.

## AMATEUR GOLF CHAMPIONSHIP.

DIEPPE, July 7th.

Two Englishmen contested the final of the French Open Amateur Golf Championship. Lieut.-Col. Hannay (Addington Club) beat Hon. Michael Scott, the holder, Letouquet Club, by 5 and 4.

## EARLIER CABLES.

## HOME CRICKET.

LONDON, July 6th.

At Nottingham, Nottingham defeated the West Indians on the first innings. In the second innings of the West Indians, Tarleton knocked up 100, and Challenger 102.

The M.C.C. at Lord's beat Oxford University by five wickets. For the Oxonians, in the first innings, Stevens scored 116, and Hopkins a century, not out. For the M.C.C., Hendren in the second innings compiled 168, not out.

At Leyton, Essex defeated Derbyshire on the first innings. For Essex, Douglas in the first innings scored 110, not out. For Derby, Norton in the second innings compiled a century.

Sussex won a first innings victory over Lancashire at Liverpool. For Sussex, Gilligan in the first innings scored 114. The Lancastrian, Makepeace, in the second innings compiled 91.

Glosters beat Leicestershire at Leicester by five wickets. For Glosters, in the second innings Robinson scored 92, and Bennett took six for 45.

Yorkshire at Hull beat Warwickshire by six wickets. For Yorkshire, Macanly took 4 for 45 and 6 for 54.

The Players beat the Gentlemen by six wickets at the Oval. For the Players, Shepherd in the first innings knocked out 120. For the Gentlemen, in the first innings, Chapman scored 63 and Richey 61.

Gloucestershire at Worcester beat Worcestershire by an innings and ten runs. Hampshire in the first innings scored 481, for the loss of seven wickets, and declared. Mead compiled 122, Newman 130, and Branton 119, not out.

At Blackheath, Kent beat Northamptonshire by seven wickets.

Somerset at Taunton beat Glamorgan by ten wickets.

(Continued on next column.)



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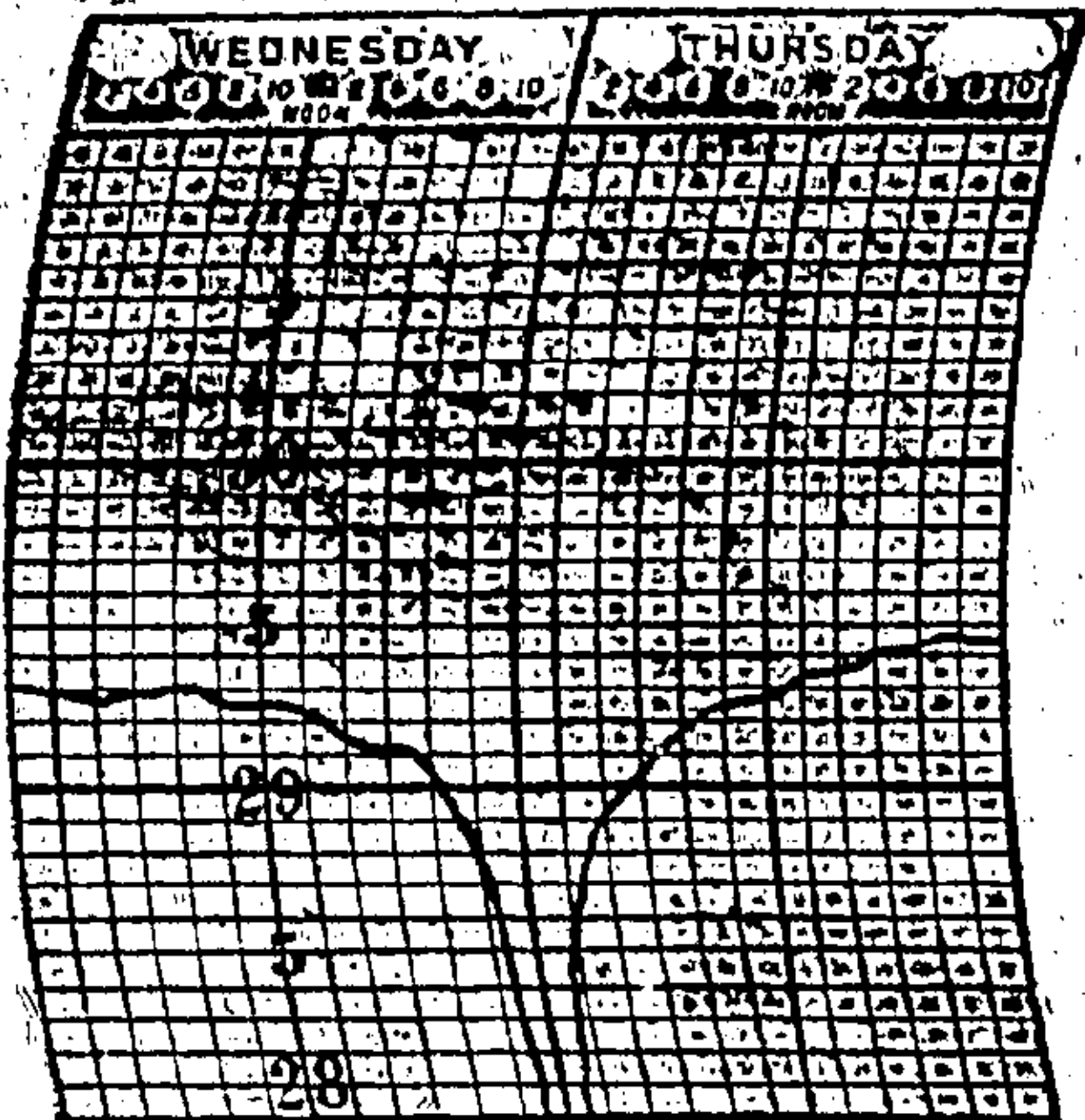


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BOOKING AT THE THEATRE.

### PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT.)

PARIS, July 4th.  
The shoe of the moment is neat, patent leather being first in popular favour, with suede as a close second. Straps of all kinds are being used on a lavish scale; especially is this noticeable on all shoes destined for wear with dainty frocks; many of them being no more than a mass of straps crossing over the instep and encircling the ankle, the whole held in place by the flimsy envelope that constitutes the upper of the shoe. Indeed, it is rather amusing to stand in front of a shoe shop and count the endless ways in which shoes are "strapped," and note also, with what ingenuity designers have thought out a hundred and one different models, each one of which differs no more than a hair's breadth from another, yet each distinctive in its way.

For ordinary wear, no model is so much worn as an open shoe, with a long pointed vamp and a strap across the instep. This sounds rather too simple to make any special note of, especially as it is a model which shoemakers have been turning out since, perhaps, ever women demanded dainty shoes to wear. The only reason this model is worth noting is on account of its cut, the long, elegant line of the vamp and the pointed toe, slightly sloping outwards, giving it a character altogether different from the squat model we have always known. A medium sole is added, and Louis XV heels, or else a light type of Cuban heel, which the French call "bottier." An extra touch may be added, if desired, by a round buckle of brilliant, cut steel or marquise-ette, finished round one half with a fringe that is fixed on to the strap at the side so as to cover up the button. This model is being worn a great deal in an extra fine quality of brown kid, to complete the overall effect of the brown and tortoiseshell shades of dresses that are being worn so much now. Tense de rouge coloured stockings may be worn with this type and shade of shoe, but, as much as possible, the shades to choose are champagne, deep cream, or that entrancing shade known as "chair" (flesh) that is a mixture of both these shades with a dash of pink cleverly added so that, on the leg, it is difficult to tell sometimes whether Madame has not forgotten altogether to add this important part of her wearing apparel when dressing. Rather does a stocking in this shade suggest the warm tint of flesh, while, at the same time, moulding the leg and lending it a line and an elegance which, perhaps, it has not in reality. As well as choosing this shade in preference to all others, Parisiennes are also choosing a model in as fine a quality of silk as each one's individual finances will permit, and, for preference, one with delicate, open-work, lace rather than embroidered ones. This detail is rather important, as the open-work lace has a knack of tapering down the appearance of the ankle that the embroidered variety has not, and, because of this, is much to be desired. A seam down the back, of course, is absolutely *de rigueur*, as, without this, no woman, but she the ankles of a goddess, could hope to make a success of the look of her feet.

For those who cannot afford silk stockings, or who, wisely, prefer to wear others rather than those of an inferior quality, there are fine little stockings in this delectable shade of "chair," which, if they are well put on and well drawn up so that the seam runs straight down the middle of the leg without any crease showing, look every bit as attractive as the silk ones, especially if they are fitted with openwork lace.

For evening wear the same shade is chosen a great deal, except when silver shoes are worn, in which case the shade of the stockings is silver grey. For those who affect costly novelties, there are wonderful stockings which are nearly works of art, embroidered and bejewelled are they; but, in general, such models are worn by the strict minority composed either of those who want to prove how much money they have by wearing hose that obviously costs hundreds of francs a pair, or else those whose extreme sense of coquetry obliges them to be the slaves of any and every new idea that happens to be launched.

As well as embroidered and bejewelled stockings, there are models into which a strip of the most delicate lace is inset; this starts just below the knee and ends just below the instep, both ends finishing in a point. The tiniest of jet or tinsel spangles are sometimes added as an outlining to the sides, where the lace joins on to the stocking, or else as a means for picking out the design of the lace. There are also hand-painted stockings, but these are not so popular as they might be on account of the fact that, no matter how much care is taken when washing them, the effect is never the same as before. Still, hand-painted stockings to match shoes painted with a similar design look dainty and original enough to tempt many.

The painted heel, of course, is a frequent sight, the late idea being to paint in the heels of one's shoes to match the colour of one's dress, or else, to recall the most dominant shade chosen for the trimming. "Lacquered" would be a better word to express this new fad, because the finished effect is always that of polished lacquer rather than of paint. Jewelled heels are worn, but not a great deal—no doubt because the glittering fabrics of which most evening shoes are made now would be a bad foil for any but a plain heel or one covered with the same fabric.

There is even a new type of metallic material which the busy silk manufacturers of Lyons have just launched; it shows a thick silk woven thread that can be of any chosen colour, mixed with a single strand of tinsel, the brilliance of which is undimmed by the usual thread with which it is, as a rule, twisted; these two strands, running alternately alongside each other, produce the most bewitching opalescent effects, and explain why shoes of this fabric are the craze for evening wear.

Another charming idea for evening wear is that of a motif worked in gold or silver thread—or else embroidered, in colours—on the vamp right in front. Such shoes are neat and discreet enough for wear in the afternoon with a dainty frock, and yet look every bit dressy enough for wear with the most elaborate of frocks in the evening. The court shoe for day-wear is always finished off with a buckle. Buckles have changed from being the faggy, fantastic things, used to be, into objects for more solid and no less brilliant and decorative. Very often they are shown with a setting of gleaming silk behind.

(Continued at foot of next column.)

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### 400 YEARS AGO—AND NOW.

At a luncheon held at Aldington, Kent, on June, on behalf of the restoration of the church tower of Aldington, of which Erasmus, the great theologian, was vicar for a short period, Sir Philip Sassoon, M.P., said: "Speaking of Erasmus and the customs of his day, it is when we come to his (Erasmus's) description of the manners of English ladies, that we notice the sad change that has taken place in the course of four centuries. English ladies," says Erasmus, in one of his letters, "are divinely pretty, and too good-natured. They have an excellent custom among them that wherever you go, the girls kiss you. They kiss you when they come, they kiss you when you go, and they kiss you at intervening opportunities. One cannot help feeling, as one reads the letter, that the writer's considered opinion would have been that the first purpose of our meeting here might have been achieved 400 years ago with a success even more complete than that which has attended our doctor's splendid efforts this afternoon." (Laughter.)

Shoes that come well round the ankle are cut away less over the instep than they have been in the past, and many of the smart shapes have no opening at all, the feet being simply worked into them. One of this variety is a delightfully smart shape, showing a vamp that is rather pointed and cut rather high with no opening at all, but just a strip of extra strong elastic let in on the outer side, so as to give sufficient play to allow the foot to be slipped in. At this point, a neat little rosette in black silk corded ribbon, finished with three or four stiff loops standing up, is placed to hide the elastic and add an indispensable note of smartness to the ensemble. On the whole, the shape of footwears is no elegant, as ever it was, but the ultra-fancy type which was so popular last year seems to have given place to shapes that are less elaborate and in decidedly better taste.

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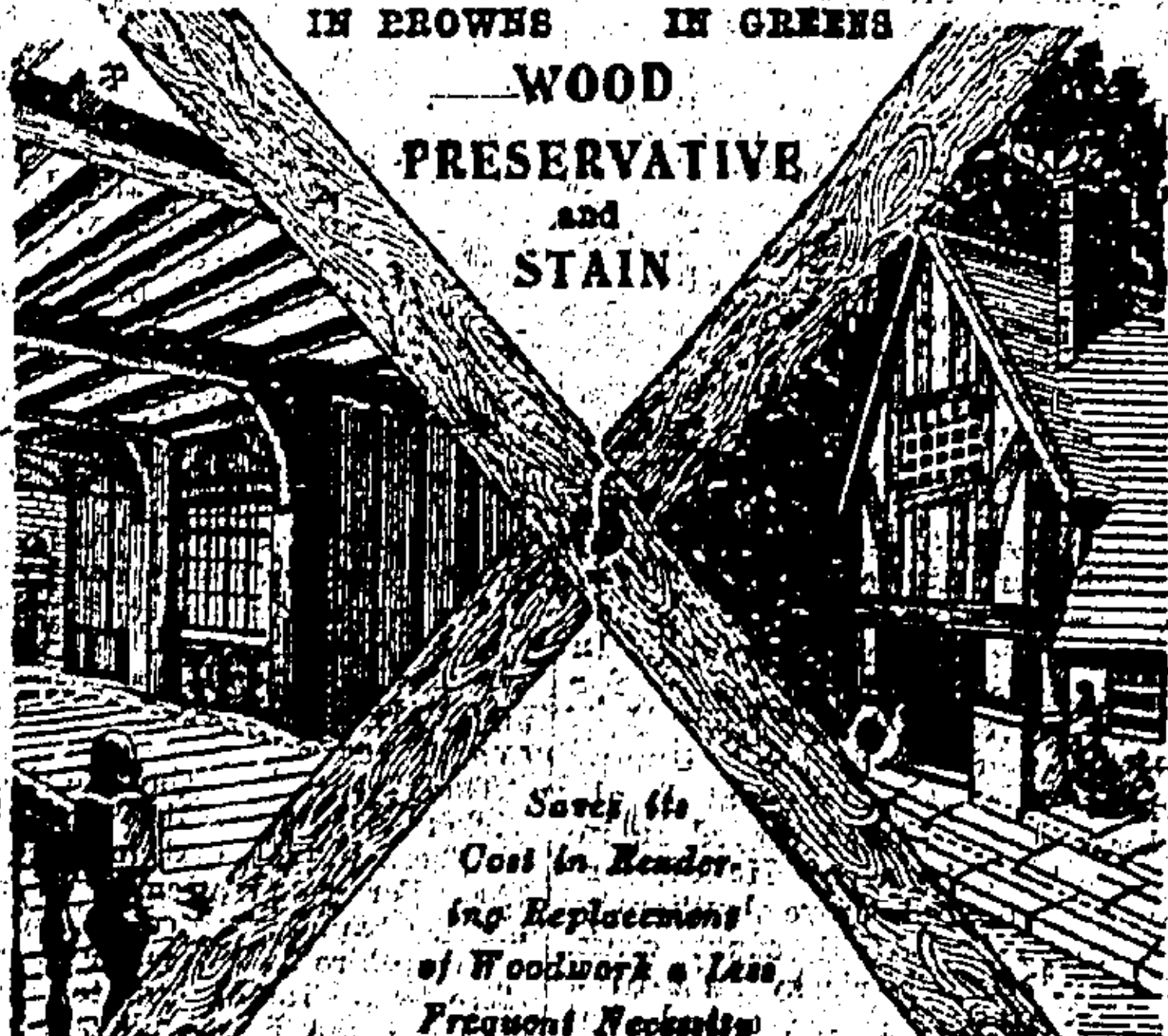
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## DOMESTIC SERVICE INQUIRY.

USE OF MAIDS' SURNAMES.

The Committee of Inquiry into domestic service resumed its sittings at the Ministry of Labour on May 31st, with Mrs. C. H. Wood again in the chair.  
Evidence was given by Miss Mary E. Phillips, vice-chairman of the Central Board of the League of Skilled Housecraft. She said that while every girl expected to serve an apprenticeship or act as learner for a term of weeks, months, or even years, in any other work—in some cases paying a premium for her experience—the domestic servant was allowed to take up service in a haphazard manner, claiming payment for her "services" which ought to ensure a definite standard of work. The aim of the league was to form a band of technically qualified domestic servants rather than an attempt to fix hours or conditions. In reply to the Chairman, the witness said that it was the aim of the league to establish a band of domestic servants just as Florence Nightingale gathered together her band of nursing helpers. In this way it was hoped to raise the status of the employment.  
Miss Mary E. Phillips, speaking as secretary of the Industrial Law Bureau of the Y.W.C.A., said the chief complaint of maids was lack of free time and being treated as machines and not as human beings. Answering the Chairman, the witness created laughter by referring to a complaint made to her by a charwoman, who confessed that she disliked her position at a certain household because there were so many "just" jobs. She explained that "just" jobs were provided in plenty by the mistress, who interrupted other work with the request, "just to do this," and so on.

Lady Canliffe, president of the Girls' Friendly Society, said the scarcity of supply of domestic servants was partly due to the attitude of teachers in elementary schools, which was not always such as to encourage girls to go into service. Town teachers rarely recommended it. Every employer should help to raise the status by making more use of surnames of maids, so that they were not known by tradesmen and boys coming to the house by their Christian names, and in avoiding the old-fashioned custom of addressing letters to maids without the prefix of "Miss." When told that the latter custom still prevailed among some, the Chairman exclaimed, "It fills me with astonishment!"

## "JUST" JOBS.

In evidence given before the Committee of Inquiry into domestic service, a witness related the experience of a charwoman who disliked her position in a certain household because there were so many "just" jobs. "Just" jobs, she explained, were those which resulted from the mistress interrupting the regular flow of work with the frequent request "just to do this." The good charwoman will have crowds of sympathisers. In avowing her distaste for "just" jobs she gave utterance to a profound criticism of human life in general. The man or woman is exceptional who has not suffered, and does not suffer daily, the pang of having to forgo or break off the chosen line of activity in order to cope with irksome necessities in less welcome directions. The student must leave his list of directions. The business man, as surely as he plans a quiet day for some pressing piece of work, is deluged beyond all reason with calls and callers. The housewife herself, who to the distracted charwoman seems the very goddess of destiny, is by no means the mistress of her own fate, but constantly finds her scheme of things pulled all away by children, servants, tradespeople, and prices, and even at times, by a fitting stroke of dramatic justice, by charwomen. Nothing goes just as it is planned. The youth who aches "to ride abroad redressing human wrongs" soon finds that it takes him all his time to keep the domestic pot a-boil. Life turns out to be no romance of knight-errantry, but a tiresome affair of business and household "chores." The dream that it would be "one grand, sweet song" fades into a sorry thing of ragged, broken by harsh syncopations all in the wrong place.

Unfortunately, men and women do not readily part with the early illusion. In spite of disappointment they persist in looking for greatness and continuity in life. They come to resent the inevitable interruptions which seem to them tokens of a badly ordered world. Everyday life presents itself as a fortuitous concourse of meaningless and unrelated trivialities, of which it is difficult to make head or tail. Like the young man with great possessions, they go their way sorrowful because what they are called upon to do seems so poor and mean a thing in comparison with what they thought to do. They fall into the old mistake of fixing their eyes upon "some far off Divine event," and miss the truth that the dearest here and now are the path that honest parents of even the most brilliant future. They wait on the river bank for the stream to pass, and do not see that it is the water of life itself that is slipping by. It needs a serious effort of philosophy to detach the mind and reconstruction to remedy the mistake, and to see in the chaotic multiplicity of "just" jobs the very stuff of which life is made. A wise man has said that the most insignificant thing becomes full of interest if studied deeply enough. Beneath the microscope of zest and will the content of the trivial is capable of indefinite enlargement. The discarded minutiae of life fall into pattern when seen as the material on which purpose and personality must work. They become "dim fragments meant to be united in some wondrous whole," a heap of beads waiting for the magic string of character to make a necklace of them, and perhaps even in the process change glass to jewel. It is a saving thought that, if "Hoc age" mean "Just do this," it means no less that whatever the hand finds to do should be done with all the heart and mind and strength.—Times.

## SAFETY OF AIR TRANSPORT.

Sir S. Hoare, in a written reply to a question in Parliament, states that on the civil air transport lines subsidised by the Government for the year ended March 31st last the flights numbered 4,000, the miles flown totalled 778,000, and the passengers carried were 11,400. Only one passenger was injured and none was killed. He adds it would be clear from these figures that the percentage of accidents, namely, less than 0.001 per cent, of the passengers carried, showed that air transport was not unduly dangerous.

## ADOPTION OF CHILDREN.

N.S.P.C.C. STATISTICS.

Lord Pembroke and Montgomery presided at the annual meeting of the Council of the National Society for the Prevention of Cruelty to Children, on May 25th, at its new headquarters, Victory House, Leicester-square.  
Dealing with the Society's report for the year, Lord Pembroke said that during the last twelve months the Society dealt with 38,037 cases, of which 35,230 related to neglect, 3,307 to ill-treatment, and 490 to corruption of morals. The total prosecutions in the 38,000 cases numbered only 922.  
At the afternoon session the following resolution was proposed and unanimously passed:—"That in view of the many dangerous to which children are exposed under the present loose system of adoption, and having regard to the proposed change in the law, this Council would urge the Government not to give its consent to any measure that does not fully safeguard the interests of the children to be adopted." The Duchess of Somerset, who submitted the resolution, expressed the hope that the Society would use its influence to bring about the necessary amendments. It was decided to forward a copy of the resolution to the Home Secretary.

## HONGKONG TIDE TABLE

From July 5th to 15th, 1923.

High Water		Low Water	
Days of Week	Days of Month	Days of Week	Days of Month
Mon.	9 m	10 m	11 m
Tue.	10 m	11 m	12 m
Wed.	11 m	12 m	13 m
Thur.	12 m	13 m	14 m
Fri.	13 m	14 m	15 m
Sat.	14 m	15 m	16 m
Sun.	15 m	16 m	17 m

## BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels in English Feet at 8 A.M.

Place of Observation	Highest recorded	Lowest recorded	W.L. July 6	W.L. July 7
Wuchow, W. River	+79.80	-2.43	—	—
Kongmoon, W. River	+14.70	-0.80	9.9	—
Shanghai, N. River	+57.00	—	—	—
Shanghai, E. River	+27.25	-6.00	17.8	17.7
Shanghai, S. River	+15.15	-0.58	6.9	6.7

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SAILINGS	SUBJECT TO ALTERATION.
SHANGHAI via SWATOW	"KWONGSANG" ... Monday, 9th July, 1 p.m.
BANGKOK via SWATOW	"KWAISANG" ... Tuesday, 10th July, 2 p.m.
SHANGHAI via SWATOW	"YATSHING" ... Wednesday, 11th July, Noon
NEWCHANG via CHERFOO	"LOKSANG" ... Wednesday, 11th July, Noon
STRAITS & CALCUTTA	"KUTSANG" ... Wednesday, 11th July, 3 p.m.
SANDAKAN	"MAUSANG" ... Thursday, 12th July, Noon
TIENTSIN	"CHONGSHING" ... Thursday, 12th July, Noon
HAIPHONG via HOIHOW	"LEESANG" ... Friday, 13th July, 8 a.m.
MANILA	"WINGSANG" ... Friday, 13th July, 3 p.m.
SHANGHAI via SWATOW	"TAISANG" ... Sunday, 15th July, Noon
YOKOHAMA via SHANGHAI	"HOSANG" ... Monday, 16th July, Noon
STRAITS & CALCUTTA	"NAMSANG" ... Monday, 16th July, 3 p.m.
BANGKOK via HOIHOW	"CHUNSANG" ... Saturday, 7th Aug., 8 a.m.

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s.s. "KUTSANG" will be despatched on or about  
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"GLENBEG"	9th July.	19th July.
"GLENBANDA"	31st July.	London, Antwerp, Rotterdam & Hamburg.
"GLENBANE"	19th Aug.	Genoa, London, Rotterdam & Hamburg.
"GLENBROOKSHIRE"	27th Aug.	11th Aug.
"GLENLUCE"	10th Sept.	Genoa, London, Rotterdam & Hamburg.

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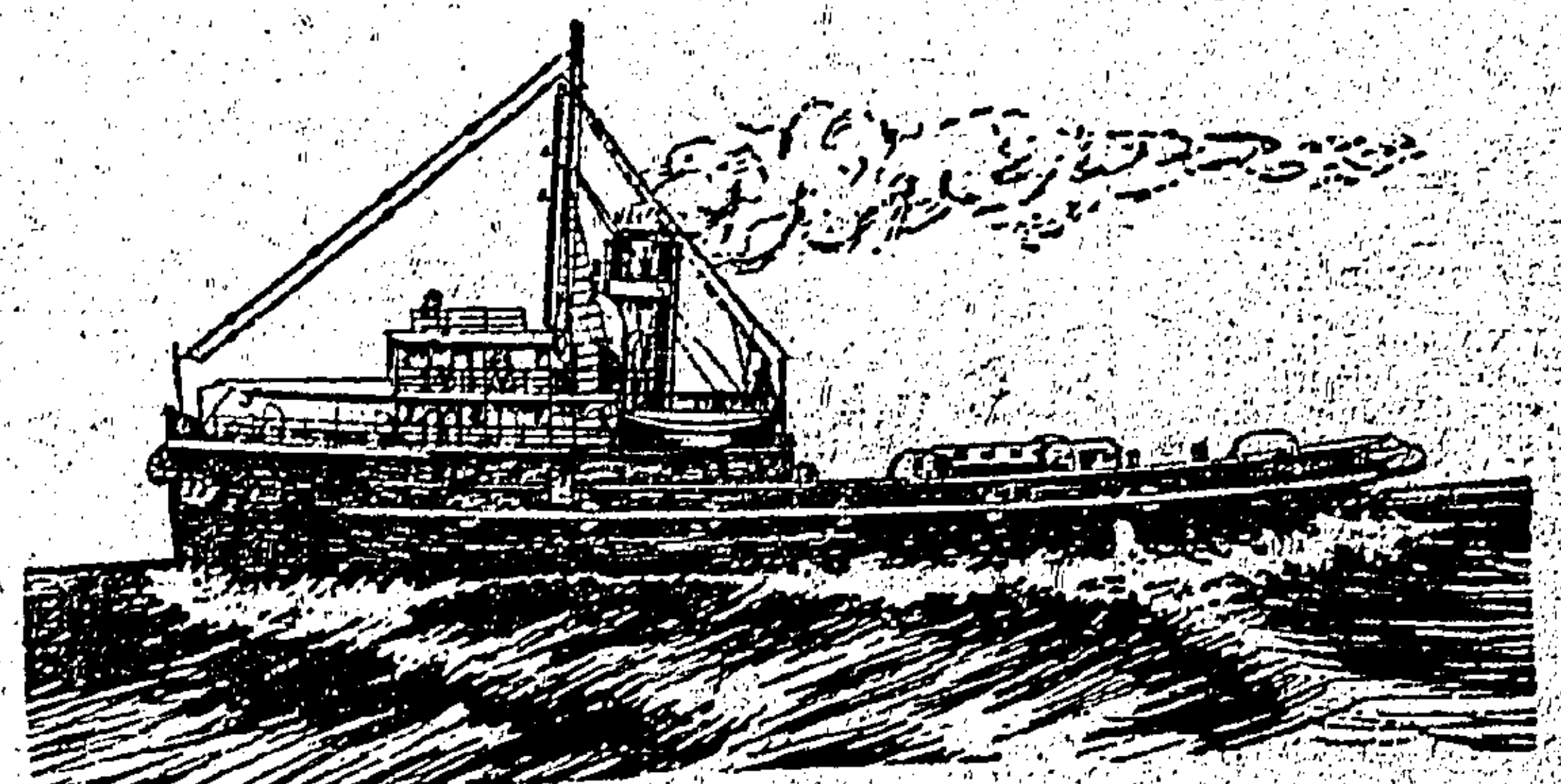
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S.S. "LANGTON HALL"	...	via Suez Canal	...	25th Aug.
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CHILLI ...	...	...	9th July
PORTOES ...	...	...	23rd July
ANGLO ...	...	...	6th Aug.
CHAMBER ...	...	...	30th Aug.
PAUL LECAT ...	...	...	3rd Sept.
ANDRE LEBON ...	...	...	17th Sept.

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"DEVANHA"	9,082	25th July
"RODAN"	6,085	4th Aug.
"KHYA"	9,017	8th Aug.
"KARHIMIR"	8,813	22nd Aug.
"SIOLIA"	6,813	28th Aug.
"MACEDONIA"	10,512	7th Sept.
"DONCOIA"	8,056	21st Sept.
"SOUTAN"	6,597	28th Sept.
"MANTIA"	10,902	6th Oct.
"KARMALA"	9,093	19th Oct.
"SIOLIA"	6,702	23rd Oct.
"KALYAN"	8,987	2nd Nov.
"MALWA"	10,941	16th Nov.
"SOUTAN"	6,597	22nd Nov.
"CHINA"	7,912	30th Nov.
"DEVANHA"	9,082	14th Dec.

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"TANDA"	8,956	10th July, 3 p.m.	Singapore, Penang & Calcutta.
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"KARHIMIR"	8,813	14th July	Shanghai, Moji, Kobe & Yokohama.
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"MACEDONIA"	10,512	28th July	Shanghai, Moji, Kobe & Yokohama.

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SWATOW & BANGKOK	"KIANGSU"	On 10th July, 2 p.m.
MANILA	"KIANGSU"	On 10th July, 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 11th July, 9 a.m.
SWATOW & SHANGHAI	"SUIYANG"	On 12th July, 4 p.m.
SHANGHAI & TSINGTAO	"SZECHUEN"	On 14th July, 4 p.m.
SWATOW & SINGAPORE	"LUCHOW"	On 15th July, 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KINGYUAN"	On 16th July, 4 p.m.
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S.S. "ROSANDRA"	...	sailing on or about end of Sept.

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**LONDON BANKERS:**  
**WESTMINSTER BANK, LTD.**

**CURRENT ACCOUNTS** opened in **LOCAL CURRENCY** and **FIXED DEPOSITS** received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 14th June, 1923. 137

**CHARTERED BANK OF INDIA  
AUSTRALIA & CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE—LONDON.

Paid-up Capital 23,000,000  
Reserve Fund 23,000,000  
Reserve Liability of Proprietors 23,000,000

**CURRENT ACCOUNTS** opened and  
**FIXED DEPOSITS** received for 1 year or  
shorter periods at rates which will be quoted  
on application.

**A. H. FERGUSON,**  
Manager.

Hongkong, May 8th, 1922. [31]

**HEAD OFFICE:**  
15, Greenchurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,200,000

THE BANK OF ENGLAND  
THE LONDON JOINT CITY & MIDLAND BANK,  
LTD.

BRANCHES:

Bangkok	Hongkong	Kuala Lumpur	Rangoon
Bombay	Batavia	Madras	Shanghai
Calcutta	Kandy	New York	Singapore
Colombo	Karachi	Penang	Singapore
Delhi	Kota Bharu	Port Louis (Mauritius)	
Cebu			

Every description of Banking and Exchange  
business transacted.  
INTEREST allowed on Current Accounts  
to 2 per cent. per annum on Daily Balances  
and on Fixed Deposits, at rates that may be  
ascertained on application.  
N. C. WILSON,  
Manager.  
7 Queen's Road Central,  
Hongkong, May 31st, 1922. [20]

**THE SHANGHAI FOREIGN BANK, LTD.**  
**司公限有行銀南華**

**HEAD OFFICE**  
Alexandre Building, (Unter Road,  
GENERAL Banking and Exchange business  
transacted.

Loans granted on approved securities.  
Current Accounts opened and Fixed De-  
posits received at rates which may be ascertain-  
ed on application.

The Bank also conducts a Savings Depart-  
ment;

**E. C. LAU**  
Chief Manager.

(HARRISBURG TRADING SOCIETY.)  
Incorporated in Pa.  
Established 1814.  
Capital ... \$1,100,000.00  
Paid-up Capital ... \$800,000.00  
Reserve Fund ... \$19,445.20  
Special Reserve ... \$2,440,000.00  
Head Office ... Harrisburg, Pa.

Head Agency:—Batavia,  
—BANKHOF—  
Batavia, Macassar, Singha  
Medan, Singapore  
Padang, Soerabai  
Palembang, Soerabai  
Pekalongan, (G  
Ponang, Y  
Pontianak, T

Representatives at Colombo, Madras, Rangoon, Bangkok, Saigon, Haiphong, Hongkong, Yokohama, Melbourne, Sydney, and other ports.  
 Agents for the United Bank of England, Limited, and the Bank buys and sells and receives remittances. Bills of Exchange issues jointly with the Bankers and correspondents in all the Continent, in Great Britain, India, and Australia and transmits remittances of every description.  
 W. H. SHOOKAMP  
 Agent  
 Hongkong, September 4th 1902.

THE BANK OF CHINA.

中 國 銀 行

INCORPORATED IN CHINA.

Authorized by Presidential Mandate of the Republic of China on the First

[illegible]

**HEAD OFFICE:--**  
**10 Des Voeux Road, C. HONGKONG**  
**Established 1919.**

Authorised Capital	£10,000,000
Paid-up Capital	5,000,000
Reserve Fund	500,000

Mr. Poon Wai Tze, Chairman.	Mr. Chan Shun See,
Mr. Koon Chun,	Mr. Kan Ying Fo,
Wong Ping Shan,	Mr. Mok Ching K.
P. K. Kwok,	Mr. Wong Yan To,
Kan Chiu Nam,	Mr. Chan Ching Y.
Hayah Tai,	Mr. Ng Chang Lee,
Chief Manager of Aust. Mortgage	Mr. Kan Fung, P. Mr. Li Tai Fung,

LONDON  
 PARIS  
 HANGHAI  
 OHIO  
 NAGASAKI  
 SINGAPORE  
 HUNTSIN  
 MANILA  
 MAKANG

NEW YORK  
 SAN FRANCISCO  
 YOKOHAMA  
 SAIGON  
 PENANG  
 HANCOU  
 BATAVIA  
 SOERABAYA  
 BOMBAY

very description of Banking  
change business transacted. Le  
anted on approved securities,  
not allowed to Current Deposit Account at the  
in which per annum on Savings Account Four per  
percent, and on Fixed Deposits at the following rates  
For 6 months at the rate of 6 per cent, per annum  
For 9 months at the rate of 6 per cent, per annum  
For 12 months at the rate of 6 per cent, per annum  
**KAH TONG FO**  
Chief Manager  
Shanghai, February 26th, 1932.

**LIMITED.**

al (fully paid up) Yen 100,000.  
Five Pounds Yen 65,000.

**HEAD OFFICE TOKYO, JAPAN.**

**Branches and Agencies at**

Kobe	San Francisco
London	Hankow
Lyons	San Francisco
Yokohama	Hankow

Nagoya	Himatsutani
Makino	Inawakura
Ogata	Tanaka
New York	Tokyo
Peking	Tientsin
Rio de Janeiro	Singapore
Saigon	Vladivostok

Interest allowed on Current Accounts.  
Deposits received for fixed periods at  
to be obtained on application.

**T. NISHIYAMA,**  
**Manager.**

March, 1922.]

(TAIWAN SERIES),  
operated by Special Imperial Charts  
1897:  
Capital Subscribed 100 000 Yen 62,000.0  
Capital (Paid-up) 100 000 " 52,000.0  
Surplus Funds 100 000 " 12,100.0  
HEAD OFFICE:—TAIPEI, FORMOSA  
(BRANCHES:—

MOBA--China, Kiao, Kiang, Kiang,  
Meking, Nanto, Fian, Shiao,  
Takra, Tansa, Takow, Takow  
Takyar, Haido,  
NA--Shanghai, Hankow, Kiating, A  
Foshow, Hantow, Canton,  
NBS--Hongkong, Shanghai, Naga  
Saorahy, Semarang, Batavia,  
Soy, London, New York  
SPECIAL OFFICE

e-Bank has Correspondents in South  
 America, the European Continent, East  
 Asia, China, Japan, Indo-China, S. E.  
 Asia, Philippines Islands, Java and other  
 islands, Australia, America, etc.  
 Current allowed on Current Accounts  
 Deposits at rates which will be given  
 upon application.

**S. KONDON**  
 Manager

**BAQUE DE L'INDO-CHINE  
PARIS.**  
Office: 98 Boulevard Haussmann. P  
Subscribed Capital... Frs. 72,000,000.00  
Paid-up Capital... Frs. 62,400,000.00  
Reserve Funds... Frs. 62,567,333.54  
R. C. 104,000

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 de Paris, Crédit Lyonnais, Escompte  
 de Paris, et de Pays-Bas Co

Union Bank of England, Ltd., Great  
National & Commercial Bank, Ltd.,  
Lytham, Lancs. 41 21 1  
NEW YORK 1st Co., Maryland, 1  
French American Banking Corporation  
Guaranty Trust Co. of New York  
is allowed as Officers (Associate  
Deposits according to arrangement  
Description of banking and other  
as transacted.  
V. MARBOE,  
Acting Manager  
London, Feb. 10th 1901

(**"BHEsus"** 9TH JULY London, Rotterdam & Hamburg.  
**"TROILus"** 16TH JULY London, Rotterdam & Hamburg.  
**"HELEnuS"** 23RD JULY London, Rotterdam & Antwerp.  
**"SARPEDON"** 7TH AUG. Marseilles, London & Rotterdam.

(DIRECT OR VIA CONTINENTAL PORTS).

"NINGCHOW"	16TH JULY	Genoa, Marseilles, Liverpool & Glasgow
"PELEUS"	1ST AUG.	Marseilles, Havre, Liverpool & Glasgow
"TITAN"	15TH AUG.	Genoa, Marseilles, Liverpool & Glasgow

"TYNDAREUS" 23RD JULY }  
"PROTESILAUS" 14TH AUG. } Victoria, Seattle & Vancouver.

(VIA BUREAU OF PANAMA)  
 "TELEMACHUS" 15TH JULY via Suez  
 "TALHYBIUS" 15TH AUG. via Suez.

"SARPEDON"	9TH JULY	for Shanghai
"SARPEDON"	7TH AUG.	for Singapore, Marseilles & London
"PATEOCLUS"	4TH SEPT.	for Singapore, Marseilles & London
"MENTOR"	17TH SEPT.	for Singapore & London.
"TERESIAS"	5TH NOV.	for Singapore & London

**BUTTERFIELD & SWIRE**  
(John Swire & Sons, Ltd.),  
AGENTS

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... .. U.S. \$4000,000

HEAD OFFICE-NEW YORK

Owned and controlled by a group of leading American Banks under control

of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES:—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA  
SAN FRANCISCO AND HONGKONG.

**D. W. BIGGAR**

MANAGER.

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